

Backfire

May 2012



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

Cover : Club Members after the Lands End Trial

2012 BPMC Events Calendar

Month	Date	Day	Event	Venue
May	14th	Mon	Club Night - Touring Assembly	BAWA, Southmead Road 7.30pm
May	21th	Mon	Treasure Hunt	Gordano Services 7.30pm
May	26th	Sat	Middle Barton Garage - Club Trip	Middle Barton Garage, Oxon
Jun	3rd	Sun	ACE Tour	BAWA, Southmead Road
Jun	11th	Mon	Club Night	BAWA, Southmead Road
Jun	17th	Sun	Gymkhana	Announced in time for the event
Jun	25th	Mon	Treasure Hunt	Announced in time for the event
Jun	30th	Sat	BPMC/BKCC/Quantum Track Day	Llandow Circuit
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	BAWA, Southmead Road
Jul	16th	Mon	Treasure Hunt	Announced in time for the event
Aug	11th	Sat	BPMC Track Day	Castle Combe
Aug	13th	Mon	Club Night	BAWA, Southmead Road
Sep	10th	Mon	Club Night	BAWA, Southmead Road
Sep	16th	Sun	Autotest / Autosolo	Announced in time for the event
Oct	8th	Mon	Club Night	BAWA, Southmead Road
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	BAWA, Southmead Road
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

Deadline for Next Backfire: 30th May 2012

As always, we are looking for contributions for Backfire

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

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

Team Pegasus enjoying a well deserved rest.



Cover Photo: Club members still smiling after successfully tackling the Lands End Trail. Picture courtesy of Andy Moss



Editorial

Martin Emsley

We are so lucky to have such a depth of enthusiasm and talent in this club and especially on our committee. Maybe you do, and maybe you don't, appreciate the time, effort and enthusiasm put in by the people you elect each AGM. Whilst they endeavour to look after the best interests of the club, to keep it healthy, vibrant and current it can be sometimes difficult if the activities are not well supported or the main membership desires unknown. The club is very different from a business in one key respect; it exists for the members, it is our shared interest that creates a club and enthusiasm & involvement that keeps it enjoyable and active. Sometimes it is good to review our own involvement and consider our contribution.

The reservoir, like the water companies, is running dry. we have a shortage of articles for future editions of Backfire. Please put finger to keyboard and share with us all your competition activities or a particular adventure you have had. Thank you

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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**



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Gymkhana and Autotest/Autosolo.

Forthcoming Events

Important Information Club Night Venue Update

Our new regular venue will be -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG

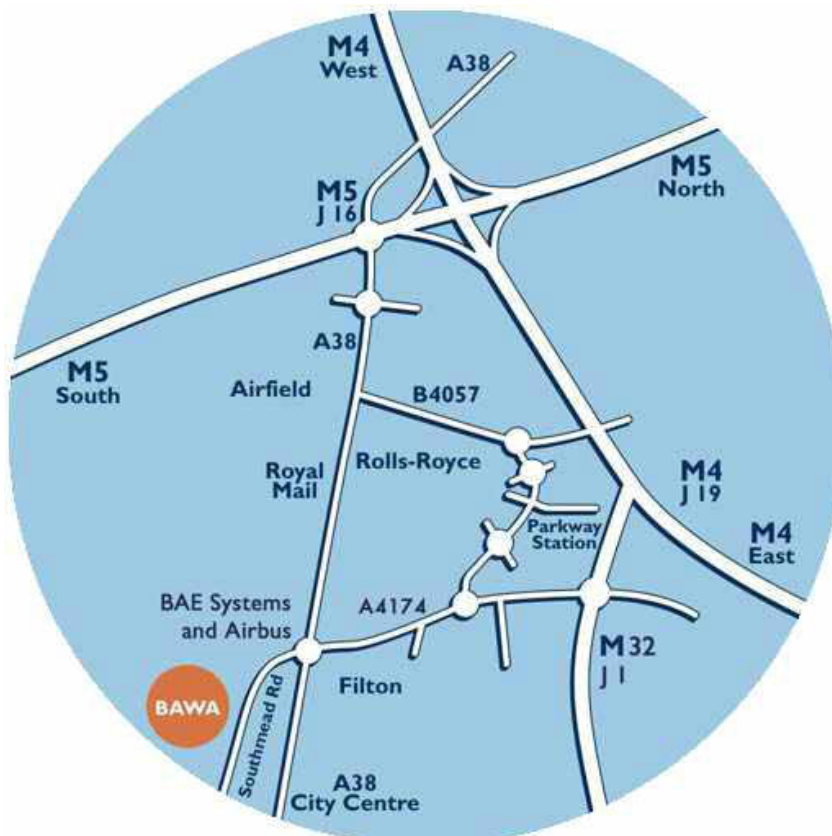


We will meet in Room 7 which has excellent views of the sports field as well as parking visible from within the room

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

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.



BPMC Club Night - Monday 14th May

This Club night will take the form of a small touring assembly. Any car welcome; classics or interesting cars even more so, oh and of course drivers and passengers. **We start from The BAWA, Southmead Road at 7.30pm** take an 'interesting' little; 30mile, route to finish at The Plough, Pilning. Once arrived there is an opportunity to take part in a couple of gentle 'challenges', enjoy a drink and a bit of a social. Any questions contact - Martin Emsley



Treasure Hunt - Monday 21st May



Our first Treasure Hunt of 2012,
Start at Gordano Services 7:30 pm - organised by Bob Bull

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

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

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 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 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 01454 202687 or 07900 007747. Visit www.bristolpegasus.com for details and booking form.

Run What Ya Brung Drag Racing Weekend for BPMC -

Saturday & Sunday 7th & 8th July



RUN WHAT YA BRUNG... Puts YOU in the hot seat
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 - Saturday 11th August



Our popular Combe track day returns to a summer date for 2012
Saturday 11th August at
Castle Combe Motor Racing Circuit

Tickets now on sale to BPMC members at the same price as last year of £129.00

See the event website www.castlecombetrackday.org.uk for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

Tickets now on General Sale - Send your Entry in NOW

Summer Classics Easter Compton - Saturday & Sunday 11th & 12th August

BPMC will be having a stand here for the weekend. Whether you've got a classic car or not, just come along to Bristol's very own festival of transport Saturday or Sunday, or stay the whole weekend. We've got something different going on all the time.



Set in the beautiful countryside overlooking the severn valley at Easter Compton, South Gloucester - just one mile from junction 17, M5 - the self contained site is ideally placed for Bristol and all motorway connections.

A vast array of Classic, Vintage and Retro Cars, Scooters and Bikes displayed in dedicated areas for British, European and American vehicles, with an off roadtrack for Land Rovers and 4x4s.

Summer Classics will look after everyone with great entertainment, kids play area, Village Green with local crafts, traditional fresh foods, bar, trade stands, autojumble and displays. The main arena will include car parades and tech talk as well as the popular funzone for welly wanging, horse shoe throwing, pony rides and more.

Contact Nick 07786936941 / 01275 833098 / nickswood@hotmail.com for more info
<http://www.summer-classics.co.uk>

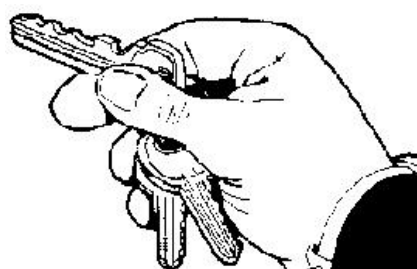
Invitations

9th Wye Run Classic Car Event 2012 - Saturday 5th May

**Bristol & Bath Classic Car Run (Supporting Avon Riding Centre) - Sunday
15th July**

**More details and entry forms for these events on the club
website.**

www.bristolpegasus.com



Chairman's Chat

Andy Moss

Preparations for our Sprint at Llandow have been overshadowed this weekend by the sad news of an accident at Goodwood which sadly resulted in the death of a competitor. Sandra Harrison-Moore was a well known competitor in the Lotus 7 club and our Llandow event was the next round in the club's championship. We all acknowledge that "motorsport is dangerous" every time we sign on, however few of us expect this sort of thing to happen in club level motorsport. Thankfully it is very rare indeed that such a tragedy does occur - I am sure the thoughts of everyone are with Sandra's family and friends. On many occasions we have commented that the top priority of any event is the safety of the competitors, marshals and spectators, and whilst huge progress has been made in our sport over the years, recent events show there can never be enough emphasis on safety in motorsport.

Returning to happier events, I am pleased to report the first visit to our new venue at BAWA was very successful – we had a good turn out of members for the Green Power talk, and I was very impressed by the enthusiasm shown by our young visitors from Mangotsfield school. It must have been quite daunting at their age to present to a room full of people, but I have to say they did a very good job and were a credit to their school and parents. Well done and good luck for next year.

The day before we had our Trial at Dundry – apparently we have had the wettest April in 100 years, and of course our event did not escape. Despite this everyone seemed to enjoy themselves and even the marshals who had endure the worst of the weather managed to do so with a sense of humour – my personal thanks to everyone involved in running the event. There is no doubt the hardest part of the event was getting into the field at the start, and but for Pete Hart and his Land Rover we may well have struggled to get past the first hurdle.

Only one entrant with a low car and no towing point did not make it in – a shame as we had billed the event as “suitable for any road car” - apologies. The person who most deserves our thanks was of course Duncan Pittaway for again allowing us to use his field. At the end of the event we were concerned at the amount of mud we had created in the field and as we exited. We contacted Duncan to apologise the next day and as always he was very generous in saying it was not a problem – Thank you again.

Looking forward, as I write this our next event is the Llandow sprint on Saturday, then we have a number of events that allow you to get out and use your car, or perhaps just come along and enjoy looking at other peoples. I am hoping for some sunshine for these events as they will be the perfect opportunity to get the Westfield back out on the road. I visited VOSA at Avonmouth today for it to under go a Vehicle Identity Check – this was a painless process that was required as the insurance company had written the car off. The inspector was the same man who had carried out the SVA test on the car when it was new – the fact that he had to ask where the damage had been hopefully means I have done a reasonable job putting it back together.

The next challenge is a new MOT which is due to be done on Wednesday, and all being well I can insure, tax and get back to driving the car.

Now all we all need is some sunshine



Meet The Committee

Chris Thompson - Competition Secretary

Tell us about yourself ?

Born and brought up in Halesowen in the Black Country (not Birmingham). I moved to Bristol in 1994 through work. I live in Bradley Stoke with wife Coralie and our sons.

Outside of the club and work my time is taken up with my kids and their activities. I also get dragged down to do some work on "our" allotment.

What do you do for a living ?

I'm a motor insurance underwriter but most of my time is spent working on fraud prevention and detection. So I normally keep my head down when I hear complaints about the cost of motor insurance.

When did you join the club and why ?

I have always been interested in motor sport. An interest kindled by being taken as a child to watch the RAC Rally. Escorts were great but not as good as Group B Cars. Playing cricket and rugby got in the way of motorsport later on other than finding the time to watch the occasional rally and off road event.

I joined the club about 8 years ago after a corporate day playing with cars on a old airfield rekindled my interest in motorsport.

I joined with plans to take part in sprints. It was not until 2010 that I finally did. Let's say it took me a while to come to the conclusion that if I was going to do something other than marshal I should forget about project cars as I never finished them. Since the beginning of 2010 I seem to have made up for lost time, having competed, marshalled or acted as an official at virtually all the events put on by the club.

When did you join the Committee ?

I was co-opted on to the committee in 2008 and took on the role of Competition Secretary at the beginning of 2011.

What does your role in the club involve ?

The Competition Secretary is responsible for coordinating the competitive activities of the club. Ensuring that organisers are found for the events which the club promotes. Liaising with other clubs on the competition side. Keeping in touch with the MSA and Regional Associations on all aspects of motor sport competition and regulations. Organising club championship.

Well the above is the official version, in reality other individuals within the committee help greatly with shaping competitive activities and liaising with regional associations.

What Car(s) do you Drive ?

My first competition car was a Comp Safari and Trials Land Rover (1952 S1, it was not very quick) when I was 18 but never got to use it in actual competition. My 2nd was the Ginetta G27R that I sold last year, one extreme to the other (best to ignore the unfinished projects).

Current cars are a Vauxhall Vectra 3.2 Estate (will never buy a Vauxhall again), Peugeot 106 Rally 1.3 Road Rally Car & Suzuki X90. Plus Corrie's Citroen Picasso.



The 106 competed in the 2001 World Cup Rally, the receipts for its preparation prior to the event make for interesting reading. The 106 was bought to replace a road rally prepared Daihatsu Cuore which developed serious fun from its 850cc 3 cylinder engine.



X90 is newly purchased, Nick Wood and I used it at Easter to take part in Class O of the Lands End Trial. I had barely time to service it and for Spence to kindly fit a sump guard before the event but she performed perfectly. The event was great fun and we will enter again and other events.



Escursioni

Martin Emsley

Difficult to know where to start this month which is unusual for me! Been having a wonderful time; a week in Indianapolis followed by a splendid MX5 weekend tour to West Wales, something of an experiment. Both absolutely fabulous in their own way and will be subject of articles when I find time to put finger to keyboard. Time seems to be in short supply at the moment and as we head towards the 'summer'.

I am finding any weekend that I am not working there are maybe three or so events I would like to attend, very difficult and that is on top of things which need doing at home, work on cars and other hobby activities such as BPMC. This is without things going wrong like Charlie's Matiz. Lovely little car and great fun but somewhat worrying when it just died whilst negotiating a roundabout, took a while to restart and clear. Then a little while later she was a couple of miles down the road and it again cut, she managed to park off the main road, it would not start so she called for recovery. Of course when the truck arrived it restarted and drove onto wagon & off at this end. I decided to try to get it to 'die' for me and ran it for 40 miles and guess what.....nothing, but when I got home noticed it was very lumpy at idle and running rich, made me wonder if it had stopped and flooded those times for Charlie, she drives it gentler than me. Anyway friend read fault codes to reveal a camshaft sensor problem, there is a default, get you home map, on the ECU if this goes, yet it appeared this had not triggered, also no dashboard warning light. Anyway new sensor fitted, all codes cleared and off it went again running an awful lot better.

Charlie a bit nervous of it stopping again took Alison with her to Tesco, couple of miles, and again it stopped. AA came; car started on own and AA followed her home.

Mate came again and this time dash light on and fault codes revealed a manifold mass sensor, not cheap but had to be done so plugged on, the codes cleared and it has run some 100 miles since. Charlie is saying it feels less powerful than before, I don't think so but as I said I rev it more, I wonder if it was getting gradually richer. So lets keep fingers crossed it is now ok and Charlie regains confidence in it.



The copper metallic Renault Megane Coupe certainly appeared stylish but style does not always translate into practical, indeed experience shows that practicality is often sacrificed so I was interested to see what this modern machine would be like during my approx 100 mile acquaintance from home to Heathrow, again not really a fair test as 98% of the

journey would be on motorway.

I managed to sort a seating position, which felt good though even with the seat in its lowest setting I felt too high for the rather squat windows, I do prefer sitting more upright than many people.

Was very impressed with the range of steering wheel adjustment and visibility of the instruments though rapidly fell out of love with them. I strongly disliked the analogue rev counter whilst the rest of the instruments were digital display, certainly could not miss the speed readout but the temp and fuel 'gauges' were not clear at a quick glance. No the thing I absolutely hated was the up & down arrows beside a 'gear lever' icon in the rev counter indicating when to change for, I presume, best economy, they were distracting and most annoying.



I could not complain about the way it went though the six-speed gearbox was superfluous, certainly 1st was a waste of time, in my opinion. The longer I spent with the car especially in some very bad weather the more I disliked it; the rear window glass was badly distorted and quite small, I also noted that if I had to reverse it had appalling rear visibility and gave absolutely no idea where the rear of the car was. I felt too high in the car and the rake of the A pillar gave me a fairly large blind spot. The boot opening was a joke; too narrow and too

high a lip; most unnecessary and unexpected which made getting my case in and out very difficult and almost impossible not to bang sides or bottom of opening. The car had so many 'controls' that I had no idea about them with no handbook available but I found all the necessary ones by trial and error, did I have front or rear high visibility lights on?

I have no idea. Overall it was very competent as one would expect from a modern car and quite well finished however it would not be for me, I disliked it and was not unhappy to hand it back.



Holiday Motoring in South Africa

Dick Craddy

Three weeks holiday in South Africa, last year, included two weeks travelling east from Cape Town along the Garden Route towards Port Elizabeth. It was a journey that provided both motoring surprises and disappointments.

We selected a Toyota Avanza, mini MPV, as our hire car because it is capable of carrying four people and four medium size suitcases with very adequate internal space. In achieving those basic requirements it did not disappoint. However it is designed with a suspension system that can accommodate both metalled and un-metalled roads.

The consequence is that it is equipped with long travel, well damped suspension that initially provides a somewhat un-nerving driving sensation until you become familiar with the somewhat imprecise feel, especially when cornering. Nevertheless, while it is adequately comfortable, it suits neither road surface particularly well. Obviously this is not an easy compromise to achieve. Regrettably the Avanza is equipped with a 1.5 litre, 102 BHP, no more than adequate but 'bullet proof', engine that precluded any 'press on' motoring. The most puzzling feature was the 9/10 gallon capacity fuel tank which, as we discovered, is inadequate for travelling in a country where distances between centres of population are significant and fuel stations are notable by their absence, especially in country areas. For us the consequence, when running low on fuel, was that we had to divert to a township (named Clarkson!) where petrol was available, in re-used 5 litre plastic containers, from the earthen floor village store. Yes you guessed correctly, the fuel was stored alongside the meagre food stocks available for sale. The Avanza is a Toyota badged Daihatsu.



A visit to the South African National Railway Museum in the town of George was an interesting interlude both for the railway aspects (I had intended to give adequate time to the railway exhibits in order that I could talk, with some knowledge, to Martin Baker about the Dubs 4.8.0 and the Garratt 4023 steam locomotives) but also because of an unexpected and significant display of enthusiasts cars. If ever there was a display that illustrated how the British motor industry dominated the market in

the 1950's and 1960's this is it. Most British marques were there together with a display of Fire engines made by Dennis, Commer and Thornycroft. A collection provided a depressing evidence of a lost opportunity. That said a nice Lotus Cortina, with period but non standard minilite type wheels caught my eye as did an Austin Healey 3000 again with non standard wheels that, regrettably, spoilt the appearance. A line up of late model Borgwards reminded me both of the stylish designs of those cars especially the two door coupe but also that not all motor manufacture failures have been British.

A coffee break stop at Storms River Village produced the biggest surprise that was in the form of an 'Elvis' themed Rock n Roll café. What was the surprise? On display inside were four large American cars of the late 50's early 60's. Each was in immaculate condition and registered for the road. The collection consisted of a '58 Chevy Bel Air in Black and Gold, a light pink '59 Cadillac, a mid pink and cream '59 Chevy Impala sport coupe and a pink '60 Cadillac Eldorado. The pink theme was widespread and a little un-nerving especially given that the gents loos were also decorated in pink!

The biggest disappointment was our failure to give enough time to visit the Franschhoek Motor Museum. This stylish museum contains 100 cars from the last 100 years of all types from a Messerschmitt 'bubble car' to a Ferrari Enzo. The website at: www.fmm.co.za is well worth some of your time.

Finally and continuing the WW2 German aircraft theme we found the last outpost of the Dornier family which is a vineyard in the Stellenbosch. An excellent place for lunch and, of course, wine.

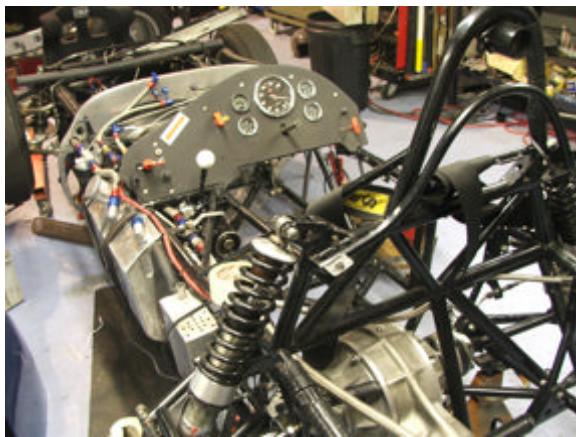


Julian Bronson

Julian Bronson & Martin Emsley

A handful of us were most fortunate to be guests during March of Julian Bronson at his workshop in Bristol.

This is Scarab F1, America's first grand prix car and the last front-engined GP car from 1960. This was built by Lance Reventlow; only son of Woolworth heiress Barbara Hutton. Whilst he had mega money he went down some very strange blind alleys; they didn't get the engine quite right, because the Mercedes GP cars had desmodromic valve operation he decided to do the same; it is a great thing but just not necessary, had he gone with a 2.5 litre Offenhauser 4 valves per cylinder, high compression fixed head, 280 / 290 hp would have been achievable no problem which would have put it right in the ball park. It was too late anyway because he messed around trying to develop their own drum brakes based upon aircraft technology using balloons and he experimented with automatic transmission and all this took time; finally it was about 2 years too late, when it came out it rear-engined cars were the thing to have.



It is beautifully made, just fabulous, Colin Chapman designed the suspension, looking at the rear you can see the relationship to Lotus 12 & 16, the chassis is beautifully made by Troutman & Barnes the quality of the tubework is just fabulous. It has a Halibrand transaxle and a Chevy T10 gearbox, they did experiment with a 2 speed rear end. I bought it direct from Donington because I always wanted a front engined GP car and I had been after one for a while; would love a Maserati 250F but genuine ones are out of my league.

At the time I was negotiating for a Cameron Millar Maserati 250F when friend Joe Twyman said why don't you buy the Scarab? Don Orosco is the only one with Scarabs; a genuine one and a replica, I was not even aware that there was one at Donington. That was on Friday so we went up there on the Sunday and I bought it on the spot, mind you I didn't have the money but they know me there and Rick Hall who handles the sales gave me 3 months to pay so I sold my McLaren M1B to fund the project. Quite unique it has the original bodywork, you see it has never been raced. It was the spare car and they never used it, they only did 5/6 GPs anyway it just didn't work. Lance Reventlow also made the sports car and to many people they are the ultimate front engined sports racers, they made 3 of them and they won everything and he thought they would do the same with the GP cars, come over to Europe and blow us into the weeds but he got a real big shock so he went home took the cars and retired. So this is a real iconic car, today our historic races are split front / rear engined cars so as the last this is as fast a front engined GP car as you will get, once we get it sorted.

At Goodwood we had not tested it, we were messed about by the Americans as we bought 2 engines, one was 6 months late arrived end of August , got it installed and running for mid-September but the thing that got us at Goodwood was muck in the tank which blocked the filter yet we had cleaned it 3 times! It was running lovely, been on dyno, saw 250hp which can do the business. What is amazing is the bodywork has never been touched and all the artwork was done by 'Von Dutch' all the pinstriping everything, too valuable to risk so we got a replica made and the guy who painted this used 'Von Dutch' brushes! The original is in storage and is worth a fortune. The car was expensive but not relative to cars of this type, was for sale for 6 months, surprised there was no American interest in it, fantastic looking car.



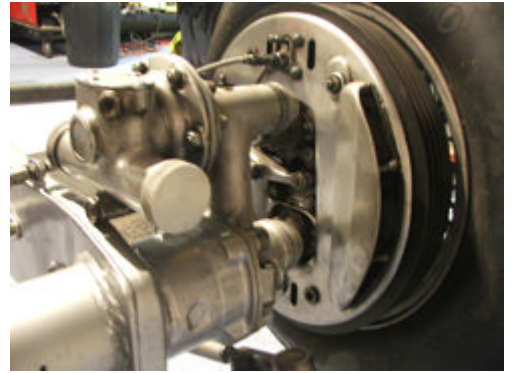
My second engine is still not delivered and is now 12 months late, being done by an ex-Traco man very good but very slow. We have gone for Koni shock absorbers, quick change rear end; on this the differential is the other way so you can easily swop the drop gears to change the final drive ratio, it is pre-war technology. A Maserati 250F transaxle is about £50/60k whilst the Halibrand is \$3000 as they make thousands of them, this one is a genuine Halibrand. I have driven a 250F and they are just fabulous you can

slide them and I drove a Camoradi Maserati 'Birdcage' last year at Spa and that is just awesome.

The reason the engine failed is the way the oil collection is at the bottom of engine, no windage tray, at revs the crank spins the oil leading to little oil being picked up and it getting aerated! So we have developed an improved sump plate. The Goodwood engine is now being done at Flax Bourton. Chassis number (3) is stamped all over the place; on rollhoop, diff, bodywork, everywhere. No instruments when I bought it but sourcing original Smiths clocks. In the end Lance threw his hands in the air and went and bought some Girling discs! So we can run them instead of the troublesome drums. We hope to test at end of April.

This is ERA R4D with the 'Porsche' front suspension, just about the most famous race car in the world. I only drive it at Monaco and won my race 2 and 4 years ago. It is very special, very quick. I did the fastest lap at Monaco in a pre-war car a few years ago. It does not handle anywhere as nicely as a 'B' type because of the front suspension. It was done because of the bumpy tracks but of course today the tracks are so much smoother.

When you look at the provenance, list of events, and drivers it is just unbelievable. You get roll oversteer, this chassis was made just post-war by Thompson and Taylor who made the original and this was of course Raymond Mays own car. When the works stopped he was given this one, which he raced, and hill climbed, and of course it is the most developed of the ERAs. When you sit in it, I have no padding so to sit low; your legs go either side of the supercharger! This is engine is



giving just over 300hp and car weighs about 700kg so it is quick, running on methanol, a very special car and I am very lucky Mac Hulbert, the owner, allows me to drive it, I control the rebuild here every 2 years. This will be my last time at Monaco, hopefully I can win and make it a hat trick, but it is very expensive entry £4,000 for a half hour race. Sorry it is not



all together. Over against the bench is the spare axle for R4D we use the lower ratio for Monaco to use second around the hairpins. I won Monaco in 2002 in Donald Day's green ERA; being the first one I drove. Here is the old bulkhead which is terrible; can guarantee Raymond Mays never sat behind it. This was at end of days so I have had a new one made.

This is my old Corvette which got smashed up at Barcelona last year, we had an engine problem, under waved yellows someone came around at racing speeds spun on the oil and took the front end off. It is nearly done now engine running, wiring to do, 580hp & 510ftlbs torque at 4500rpm from 427ci. There were a few things done with body off, new roll cage build by same guy who develops Safety Devices cages! He is a master; it is a work of art the way it fits. We could have made a cage but it would not have been as nice, the car is fibreglass so it goes through and is attached to the chassis. Not concours but a good tool and about the quickest Corvette in the country; we have got it handling nicely, may run it at Silverstone Classic this year and take the Cobras on, problem is it is 1300kg and Cobras are 1000, very stiff and tweaked up. The only thing we don't do here is the engines.



This a tyre lathe for trueing and shaving tyres, I bought it in Minnesota, cost \$1500! Normally they are £7000. There is the blade, the tyre spins on wheel and blade shaves off the rubber. If you are running a very powerful car the tread on a new tyre is too deep; tread moving generates heat so on a new tyre we remove a third of the tread, this does two things it trues the tyre tread and removes curvature, by reducing tread makes it quicker. It was worth getting as we get through a lot of tyres, other people have used it so it makes sense. We shave both fronts and rears.

The Riley was my first historic competition car pre-war sports car, it holds lots of hill climb records, still has original crank and weighs a ton. It managed standing quarter in 13.9secs at Douglas, Isle of Man, when damp and cold,. About the quickest pre-war car it has taken lots of records taken off Alfa Monzas, I have done lots of tours in it; luggage on back off we go all across Europe will cruise all day long at 80-85mph and has better power to weight than a Sierra Cosworth! Around Combe



on Stroke Day a Cosworth was getting in our way, this is quick. It is well-used; trialled, also Longleat Stages where we were 10th overall! Thought about selling it last year to buy an



XK120, but my wife put me off, it will be staying for a long time yet. Normally on 19" tyres, but fit 16s for hillclimbs but they have a bigger offset. To get the best handling drop an imaginary line down the kingpin centre which should intersect the middle of the tyre on the ground this gives light steering and nice handling and self centering. The wider off-set 16" wheels make the car quicker but miss the intersection making the steering heavy and not so nice to drive, normally on road with 19".

I started Autograss racing in 70's, always wanted to do rallying, my first love so when I got a bit of money ran RS2000, still have one, and did quite well. Then a sponsored Sunbeam, was really doing well then ran out of money, I had to stop for 6 years. Earned a bit more took an Alvis in part exchange for a forklift, did some fun runs, went to Prescott which I thought looked a bit of fun. I fancied a 'special' so went and looked at a Riley Blue Streak it was a bit of a wreck but we built it up and still enjoy it. I have been fortunate enough since then to have owned some interesting cars and driven some super ones for other people.

Many thanks to Julian for his hospitality and a mighty fine evening.



Obscure parts and the internet, modern times

Mike Kason

Have you ever tried to buy obscure parts for your race/road car? What do I mean by obscure parts? You know, that is a good question, do you consider inside door opening mechanism obscure, no me neither. But what when you have a special like my Fiat X19 with bear doors and you need to fit door opening handles/mechanism so that you can just push a lever and unlatch the door?

That was a problem I had recently. I had this idea of replacing my skeletal doors with something more appropriate. I eventually found and purchased a pair of second hand doors on eBay complete with electric windows, full glass, door mirrors and full working mechanism's and door card from a scrap car in Norfolk at a very reasonable cost, actually the lot came to less than the door cards and wing mirrors were being advertised on eBay. After collecting them, very happy with myself, I got home and got down to taking the current doors off the car, very easy for very minimal doors. Then comes the task of putting the new doors on..... well the car is a full roll cage with a body and it was all made together so of course the "new" doors don't fit the shuts properly as the "old" doors had been modified, blast and all that.

So the only thing to do is put the old doors back again. No problem but as I intend to do a lot more racing this year, I really need to finish the doors better. To open the doors from the inside, I have a thin cable (actually an old throttle cable) tied to the other side of the door. They are very ugly and not in keeping with the rest of the very professionally built car by Racing Technologies (now Autofaccina). So I then think, well if I am going to use the "old" doors and perhaps look to fit the "new" one during the closed season 2012/2013, what do I now need to do with the "old" doors. They need a bit of reinforcing to allow "things" to be bolted to them, and a better way of opening them. So back to my question, how do I look for obscure parts.

The internet is a brilliant tool, but you have to ask the right questions. If you Google door handles, you are directed to Homebase, B & Q and other building websites., not the best results. You then think of OK, car door handles. This takes you to most of the car manufacturers and secondary sellers web sited to get you replacement door handles for Fords, Nissan, BMW etc for the car manufacturers. So how about race car door handles, BINGO, one big hit to S & W Racecars in America that makes dragster chassis and bodies and in their car body chassis parts, they list an "Inside door handle mechanism" for Pro Mod type cars with fibreglass doors. This is a three-piece kit per side with a handle, mounting reinforcing plate and a rod with rosejoint type eyes both ends. Just right for what I am looking to do and at a very reasonable cost of 66.95 dollars (£42) plus shipping and any import costs this end. Actually I think that once I have upgraded the current doors I will probably now keep them and sell on the "new" doors, oh well! Any one need a pair of complete X19 doors?

So I guess the answer to this question is you need to be creative and not get too fed up with changing your search choice. What you are looking for is out there somewhere, you just need to "ask" the correct question, happy hunting.

Postscript;

X19 at engineers having new sequential with paddle shift fitted, got my licence again this year. I am going to focus on getting my MSA NatA licence again but intend to do some BPMC rounds. Also got two cars arriving this week a 1953 500c Belvedere and a 1960 500d suicide door, both quite rare. I will do a bit on them when they are here.

Mangotsfield Power Heads

Tim Murray



At the April club night we had a fascinating presentation from Mangotsfield Power Heads, the team from Mangotsfield School who run a car in the Greenpower Challenge. The presentation came from MPH team members Ben Goodman, David Baker and brothers Jordon and Tom Mould. The other team members, Jacqui

Dwyer and her brother Maxwell, couldn't be with us as they moved to Germany in January, although Max is scheduled to make some guest appearances for the team during the coming year.

The team competes in the IET Formula 24 category. This is open to teams aged between 11 and 16, and specifies the use of a spec 24 volt wheelchair motor and six 12 volt batteries used in pairs. The aim is to go as far as possible in four hours. Races are held during the year at a variety of circuits, including Castle Combe, to qualify for the National Final at Goodwood in October. Each team has five drivers who must all drive in each race.

Martin Baker has kept us regularly updated on the MPH team's progress in his Backfire articles, so to quickly recap: the team made its race debut in 2010, finishing 16th in their first event.

They qualified 41st for that year's National Final (out of 75) and, in spite of losing time after being t-boned at the chicane, finished 20th overall.

In 2011 they achieved their first podiums, including a 2nd at Castle Combe, and qualified 5th for the National Final where they finished 9th overall with a distance of 101 miles.

For 2012 they are working on a new car (the basics of which have been purchased from their close rivals at Chipping Sodbury School) which is planned to debut in September. The existing car will be used in the meantime. This year there are some new circuits on the calendar, including Dunsfold and Rockingham. The aim as always is to qualify for the National Final and do well there.

Their 9th place finish in last year's final entitles them to compete in another event, the Greenpower Corporate Challenge.

Here teams from industry, including such names as Jaguar Land Rover and Peugeot Citroen, are up against the best school teams, but a school team has always won so far. This year's event was being run at Silverstone on 29th April.

They explained to us that battery strategy was the key to doing well. The electric motor used has its maximum efficiency at a different speed from its maximum power speed, so the choice of gearing is critical. The aim is to get the best combination of power and efficiency. If you run at the maximum power motor speed you'll go fast but the batteries will run out of power before the end of their allotted stint.

If you run at the maximum efficiency speed you don't go as fast, and will have unused battery power at the end of the stint. The challenge is to assess all the variables (circuit layout, headwinds etc) and get the gearing just right so that the batteries are used up by the end of their stint, but not before.

Aerodynamics obviously also play a crucial role. The MPH car has 16" bicycle wheels with wooden fairings to reduce drag, and a body with as small a frontal area as possible. Other teams have the wheels enclosed, which reduces the drag coefficient but increases the frontal area. Only one wheel is driven. The thinnest oil possible is used in the wheel bearings, for minimum friction drag. There is no suspension.

In the races it takes a bit under a minute to change the batteries. Push assistance is allowed, both at the race start and after pit stops. In spite of having up to 75 cars on track there are very few accidents. As the maximum speed is around 30-35 mph it's flat out all the way, except at the very tightest corners, so part of the driver's skill is working out the shortest route round the course.

We'd like to thank the MPH team for coming along to talk to us, and wish them luck for the coming season, especially in the National Final. At the end of the talk we presented the MPH team with a cheque for £100 to assist their cause.



Stop Press - MPH finished a very creditable 6th (out of 32 starters) at what can be politely described as a "wet" Silverstone on April 29th. Teams from Jaguar Land Rover and Peugeot Citroen finished well down the order! As is often the way, MPH made up four places in the last 30 minutes or so of the 2-hour 40-minute event as close rivals made protracted pit stops or suffered late failures. Well done, team!



From scrap to speed demon: £200 Rolls Royce does 0-60mph in just 1.5 seconds after enthusiast adds huge new engine

A British car enthusiast has engineered the fastest Rolls-Royce in the world after buying a second-hand model for £200. Mr Wright, from Billericay, Essex, assembled a small team of engineers and enthusiasts and set about building the road-legal car.

They fitted the 1974 model with a 9.7litre twin-turbocharged V8 engine which develops an incredible 2,300 brake horsepower twice as much power as a £1 million Bugatti Veyron, the world's fastest car.

As a result the car - named 'Outlaw' - will accelerate from 0 to 60mph in under 1.5 seconds and hit 175mph in less than eight. With a bit of tweaking, the team hope the Rolls will soon be able to do 200mph in less than seven seconds. The overhaul was masterminded by race car engineer Bill Felstead, Mr Wright, who runs his own business and owns another classic Rolls-Royce, said: 'I've raced numerous cars over the years and I decided I wanted to do something different. 'Someone in America has turned a Rolls-Royce into a \$400,000 show car but nobody has done this.

'Rolls-Royce famously said the loudest thing in one of their cars at 60mph is the clock. Well, we're going to need a louder clock with this.' Mr Felstead, 52, added: 'The Rolls is the most ambitious car I've worked on. It was hard because we did it differently. 'It is difficult to build a drag car with all this power and keep it looking like a normal car.

'When you see the American racers they have parts sticking out but when you see this it looks like a normal Rolls-Royce but underneath it is completely different all the team needs to do now is add a handbrake and it will be entirely road legal. They plan to take the Rolls-Royce to the U.S. this year for Drag Week, where they will compete in five separate quarter-mile races. Between races, they will drive Outlaw more than 1,000 miles on public roads. 'We'll be travelling across the U.S. with the Rolls towing an Ifor Williams trailer with everything we need stored inside. When we arrive at each destination, we unhook the trailer, make a few adjustments and prepare to race.



'The car still needs some minor work and any sponsorship will be great. Then we can go to America and embarrass the local boys and the Bugatti owners'

CELEBRATING 70 YEARS OF BRITISH MANUFACTURING



Swarfega, manufactured by Deb Ltd, is renowned the world over for its unique cleaning properties which over the years has transformed Swarfega into a generic term for heavy-duty hand cleaning

In fact, just mention the word "Swarfega" to a group of people and virtually everybody will know the loveable green gel; be it through their own use or that of their parents or grandparents.

But, not many people know that when the product was first invented in Belper, Derbyshire by AB Williamson (Founder of Deb Ltd), it actually started out as Deb Silkware Protector; a mild solution for hand-washing silk stockings, intended to prevent them from laddering.

The war diverted silk to parachute production, and the Americans arrived in Britain with nylons and destroyed the silk stocking market – and the need for Deb Silkware Protector.

From early memories of motor fitters washing their hands with petrol, paraffin and sand – and suffering from cracked skin and dermatitis – AB Williamson decided to reformulate Deb Silkware Protector and invent a skin cleaner which would remove engine oils and grease, but leave the skin's natural oils intact.

In 1947, Swarfega was born; it was the first hand cleaner of its type in the world. The name derives from "swarf", being the old Derbyshire engineering term for oil and grease and "ega", as in "eager to clean".

As businesses in the late 1940's and early 1950's did not provide proper hand cleaners (only tablet soap), people started using Swarfega after a hard day at work and its popularity quickly grew.

In its early days, Swarfega was available in places frequented by men such as motorbike shops, chemists and even barbers.

Today, the "Swarfega" brand is so much more than the Original Green Gel; it is the umbrella brand for an ever expanding range of skin care products, degreasing & vehicle maintenance products and general surface cleaners aimed at both professional and domestic markets.

Such is Deb's commitment to continuous improvement and developing new benefits for their customers, they have invested in a purpose-built, 150,000 sq ft global headquarters based in Derby, Derbyshire; a few miles away from the original factory in Belper.

Swarfega, a great British brand, was a pioneering product invented by Deb, in Derbyshire, and it was important to the company that it was kept local.

Derbyshire is a county that has a long history of manufacturing and Deb is proud to continue to invest in its future and remain a British manufacturing company with its roots in the local community. ●

FACT FILE

- Deb Silkware Protection Ltd was established in Belper, Derbyshire by A.B. Williamson in 1941
- The name 'Deb' originates from the word 'Debutante', the traditional name given to girls making their first appearance in society.
- Swarfega was invented by Deb in 1947
- We estimate that 40 million people use our products every day
- Such is our commitment to continuous improvement we have invested in a purpose-built facility in Derbyshire
- Celebrating 70 years of manufacturing in 2011, Deb is proud to continue to invest in the future of the county and support British manufacturing

FIND US!

DEB LTD
www.debgroup.com

Contact us on 01773 855100 or email
enquiry@deb.co.uk



Cross Trophy Trial

Chris Thompson

Lower Grove Farm Dundry - Sunday 22nd April 2012

We returned this year to Duncan Pittaway's field at Dundry for our Production Car Trial for the 10th time. The field is a superb venue, it offers challenges for experienced competitors while still being an ideal introduction to the sport for newcomers.

The event was again a round of both the ASWMC and Cotswold Motorsport group trials championships. Competitors were split into two groups, the Clubsport event for those entering on a club card and the National B event for championship contenders.

In previous years we have been lucky with the weather, not this year. Whilst the sun came out at times we also had very heavy rain showers. The rain made the field very slippery. The first challenge of the afternoon was to get on to the top part of the field where the sections were laid out. Moving around the field to the sections could also be a challenge but one met with plenty of smiles.

The turnout of fourteen entrants was pleasing given the weather, with just over half of those coming from our own club. Youngest driver of the day was 15 year old Claire Tooth who drove her Dad's VW Beetle. My eldest son was my passenger and as a result of Claire's exploits is counting down to when he can swap seats with me.

Special thanks must go to the marshalling and organising team. As usual the pre-event secretarial, signing on and results were organised by Tim Murray, with Mal Allen again being Clerk of Course. Pete Hart, Carlie Hart, Donny Allen, Liz Moss and Simon Moss did a great job of marshalling. Many thanks to all.

As always we would also like to thank Duncan for the use of his field.

Cross Trophy Trial Results

Tim Murray

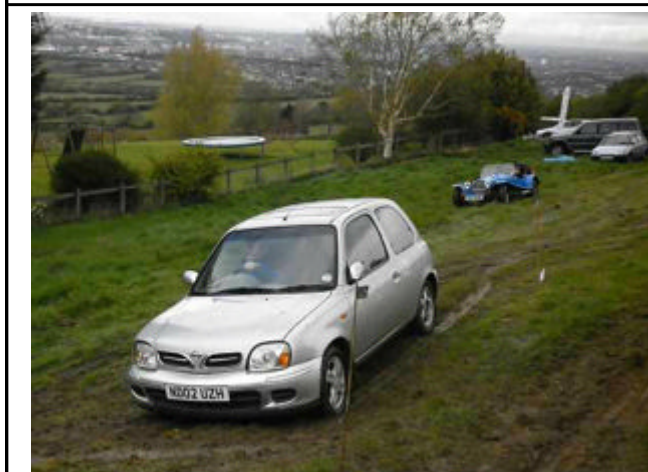
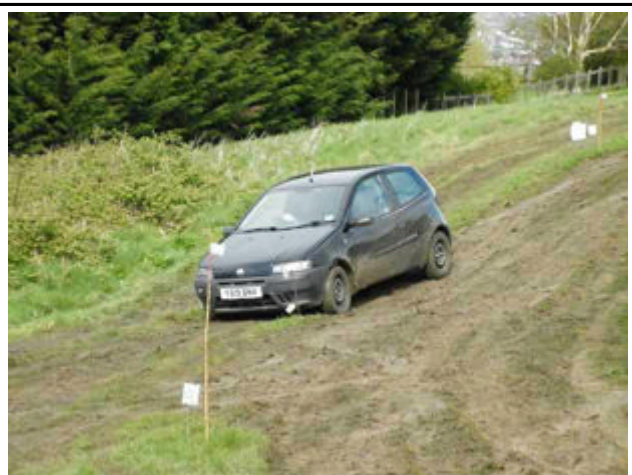
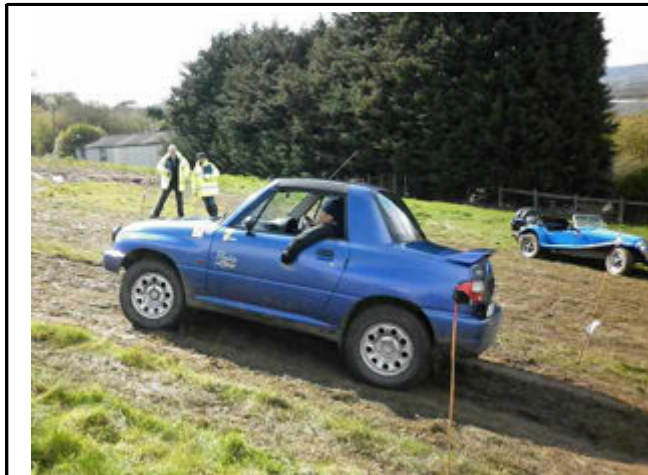
Clubsport Event

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>	<u>Index Score</u>	<u>O/A Pos</u>
1	1	Paul Johnston	VW Golf	63	0.629	1
	2	Colin Ladd	Citroen AX	122	1.218	5
	3	Ralph Colmar	VW Golf	190	1.896	7
	4	Simon Child	Fiat Punto	194	1.936	8
	5	Nick Wood	Fiat Punto	216	2.156	9
2	1	Chris Thompson	Suzuki X90	135	0.977	2
	2	Andy Moss	Marlin Roadster	151	1.093	4
	3	Cherry Robinson	Suzuki X90	188	1.360	6
4	1	Claire Tooth	VW Beetle	162	1.000	3

National B Event - ASWMC & Cotswold Championship

Class	Pos	Driver	Car	Score	Index Score	O/A Pos
1	1	Chris Buckle	Citroen AX GT	69	0.852	1
	2	Chris Judge	Nissan Micra	129	1.593	3
	3	Andy Baverstock	Citroen Saxo	152	1.877	5
2	1	David Robinson	Reliant SS1	101	1.000	2
	2	Alan Spencer	Suzuki X90	163	1.614	4

Award: 1st Overall (Cross Trophy) Paul Johnston







Pictures; Simon Childs, Laura Moss & Andy Moss

Lands End Trial

Andy Moss

My second attempt at the Lands End Trial was made all the better by being joined in Class "O" by a pair of BPMC crews. Having caught some early evening sleep I picked up Richard Reynolds, who was again passengering the Marlin, from Temple Meads Station – Richard having travelled up from Devon. We then made the short journey to Whitchurch to meet up with Alan Spencer and Cherry Robinson in one Suzuki X90 and Chris Thompson and Nick Wood in the other.

From there we made our way to Bridgwater and the start of the event. Signing on and scrutineering completed our departure time of soon came round just after midnight. The most memorable part of the overnight activity was fog – and lots of it. Travelling along the A39 "Atlantic Highway" we were very grateful to the man who invented cats eyes, as along with a few feet of white lines that was all we could see.

Before this we had worked our way towards Minehead, then headed toward Lynton and Lynmouth. A welcome stop had been arranged at Barbrook, where the locals rather than complaining about noisy cars had joined in, opened the village hall and were selling refreshments as a fund raiser. Everyone seemed to be enjoying the atmosphere. The local garage had also opened specially, and although the price of over £1.50 per litre was something of a shock, we were glad to top up with enough fuel to make it to the next garage – in fairness I am sure they were paying a premium to the person manning the pumps for the night. For the bikes with their smaller fuel tanks the garage being open is essential.

Three more sections in the dark and fog followed, before we made the welcome checkpoint at Widemouth Bay – last year this was quite a pleasant stop by the sea, but it was certainly colder this time round. Some impressive costal roads, took us to the early morning control, where a one hour rest period allowed us time for bacon rolls and coffee.

From here we headed inland to Petherwin Old hill – My wife Liz and daughter Laura were spectating here as this hill is a few minutes from my mother in laws house in South Petherwin – prior to last year we had no ideal this was a section despite them living round the corner for about 7 years ! Laura took some excellent pictures here.

Some of the best clas “O” sections then followed at two forestry commision locations. Great fun ! By early afternoon we had made it to Perranporth having covered around 250 miles. Here we had to read the information on bluehills and sign that we understood the procedure when we got there. In class “O” we had a choice of trying the challenging “Bluehills 2” section along the cliff edge or taking the simpler “Old Blue Hills”. Last year we took the easy option, and fully intended to do this again when left the control. Spence with his good ground clearance and trialing experience had decided to do the harder hill, and as we left Chris had also decided to take the challenge. We arrived in time to see Spence set off up the famous spectator lined hill, and assumed that Chris had already made it up. At the last minute I decided to “go for it” and we were still quickly letting the tyres down as the marshal was calling us onto the hill. Having spectated here in the past I was fully prepared to be dragged out by the large stationary winch at the top, but with relatively dry conditions and a little determination we found we made it out the top on our own ! As we exited the stage we spotted Spence and Cherry, but could not see Chris. It turned out he had come round the corner and having seen the hill for the first time thought better of it and took the other route.

So all that was left was to drive to the finish, sign off and for Rich to meet up with Sharon and daughter Abbey who had kindly come to pick him up.

We then travelled to our hotel in Truro. A quick shower and an hours rest and we met up in the bar, just in time to see the Marlins of Mal & Donny and Pete and Carly arrive having just completed the main trial route. As well as a nice meal and a good social that evening, we met up for Breakfast the next day. We were joined at our table by a large white rabbit which Spence took quite a shine to, but that is a story for another day







Pictures; Laura Moss

BPMC Guide To..... Gymkhana

This generally is staged in a field and is aimed to be a fun / social event. Most vehicles eligible, for some challenging and not so challenging 'tests' on grass. This may consist of something as simple as parking as closely to a cone as possible without hitting it or more challenging; attempting a marked course against the clock. for our event we also have loan of a BBQ for lunch time so bring the family, some food, sling it on the 'barbie' and enjoy a bit of socialising as well.



2012 Club Championship Positions as at May 1st Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED
9.25	Chris Thompson	1	3	No
7.42	Andy Moss	2	2	No
4.75	Chris Goodchild	3	1	No
4	Colin Ladd	4	1	No
4	Ralph Colmar	4	2	No
3.66	Alan Spencer	6	2	No
3.5	Martyn Davies	7	1	No
3	Dick Craddy	8	1	No
3	Duncan Pittaway	8	1	Yes
3	Mal Allen	8	1	Yes
3	Tim Murray	8	1	Yes
2.25	Alan Dillamore	12	1	No
2	Carlie Hart	13	1	Yes
2	Donny Allen	13	1	Yes
2	Liz Moss	13	1	Yes
2	Pete Hart	13	1	Yes
2	Simon Child	13	1	No
1	Andy Baverstock	18	1	No
1	Bob Bull	18	1	No
1	Cherry Robinson	18	1	No
1	Nick Wood	18	1	No



Bristol Pegasus Fantasy Formula One 2012

Results Up to Bahrain
Prepared by Andy Moss

After four races our own Fantasy F1 is as unpredictable as the real championship - it looks like it is going to be an entertaining season.

Simon Child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	137
Dick Craddy	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Australian	136
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	136
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	132
Martyn Davies	Hamilton	Hulkenberg	Mclaren	Rosso	Rosso	Australian	128
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	122
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	122
David Garnett	Raikkonen	Resta	Mclaren	Sauber	Sauber	British	111
Tim Murray	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Belgian	109
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	108
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	106
Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	104
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	101
Martin Emsley	Glock	Vettel	Ferrari	Hrt	Mclaren	Malaysian	101
Richard Ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	99
Mark Niblett	Resta	Rosberg	Caterham	Mclaren	Mclaren	Monaco	99
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	Mclaren	German	99
Jenny Hall	Hamilton	Resta	Mclaren	Rosso	Hrt	Canadian	97
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	97
Martin Baker	Grosjean	Maldonado	Lotus	Mclaren	Rosso	British	97
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	96
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	96
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	96
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	94
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	Mclaren	German	94
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	92
Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	91
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	90
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	89
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	88

Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	86
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	84
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	84
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	83
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	82
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	81
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	79
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	78
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	78
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	78
Claire Meaddows	Button	Schumacher	India	Lotus	Sauber	Monaco	75
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	74
Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	65



“My aim is always to try to get the best out of people. We’ve tried to create a culture in which people have the confidence to express themselves. Sometimes they need an arm around the shoulder, sometimes a push. But there’s no point in employing a specialist and then trying to tell him or her how to do the job. So: hire the right people for each role. Give them clear objectives. Then empower them, put them in an environment where they can do whatever they do best really well. And have some fun doing it. That’s what we intend to go on doing at Red Bull.”

Christian Horner

Market Place

For Sale



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.

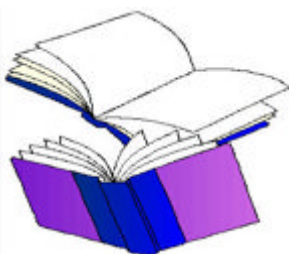
alanspencer@orange.net 01179 712587

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

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The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

For all the latest news

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"Worn and heartily approved by one of our staff who covered the Monte-Carlo Rally, the Mendac Car Coat costs only £39.6. It is quilted, waterproof and washable."
The 'AUTOCAR': "Inexpensive driving coat made from good quality poplin with a well-quilted lining, the Mendac Car Coat is specially treated to make it washable and showerproof."



Manufactured to the highest standards in finest showerproof poplin. Treated with Phobates. This ensures that the coat is completely durable, washable and water repellent.

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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](#)



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Gymkhana and Autotest/Autosolo.

Dates for your diary - Full details inside

BPMC Club Night - Monday 14th May

All welcome for a small 'tour' and social. Note; 19.30hrs start from BAWA

Treasure Hunt - Monday 21st May

Our first Treasure Hunt of 2012, Start at Gordano Services 7:30 pm.

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 Castle Combe Track Day Saturday 11th August

Our popular Castle Combe Motor Racing Circuit track day returns to a summer date for 2012

**Tickets now on sale to BPMC members at the same price as last year of
£129.00**

See the event website www.castlecombetrackday.org.uk for full details or call Andy Moss on 0117 9912702 if you would like a printed entry form posted

Tickets now on General Sale - Send your Entry in NOW

**For all the latest news
Why not visit our website
www.bristolpegasus.com**

