

# Backfire

November 2010



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

**Cover: Wiltshire Air Ambulance receive a cheque from the club for £3500 during the Pegasus Sprint at Castle Combe**

**Can all 2009 trophy winners please return them on Club Night to allow them to be engraved in time for the Prize Giving in December.**

## **Monday 8th November - Club Night - Guest Speaker**

### **Rodney Gooch - Castle Combe**

For the November Club night we are pleased to welcome Rodney Gooch, the Sales & Marketing Director of Castle Combe Circuit, who will be talking about his 45 years involvement in motor sport.

What began as a hobby, racing 125 and 250cc motorcycles in the era of greats such as Mike Hailwood, Bill Ivy, and a young Barry Sheene, led to a varied and interesting career in motor sport. Working for Aerosigns, the company who sold the advertising space at UK circuits in the 1970s, took Rodney to all the circuits and major events of the time, dealing with all the big sponsors involved in that period. In the 1980s he moved to the Sales Manager role at Brands Hatch, working for the legendary John Webb, and later Nicola Foulston.

In 1996 Rodney took up a full time role at Castle Combe, playing a major part in the development of the circuit including its hosting of the British F3 & GT Championships and the Superbike Grand National.

## **Thursday 18th November - Charity Indoor Karting**

Our main fund raiser in aid of the Wiltshire Air Ambulance, which is an excellent cause. Entry is £35 per person or £175 per team. The event is now almost full - to check the current situation if you wish to enter a team of 5 contact Ken Robson, Tel: 07900 007747 Email: [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com) **We may have a few single entries left as well contact Andy Moss on 0117 9912702 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) to check availability.**

## **Friday 26th November - Navigation Scatter**

The November Scatter is organised by Chris Goodchild and Martin Baker. The event will start at 7:30pm from the car park on Wickwar Road, Chipping Sodbury, OS Map Reference 172/727825. If you can plot a grid reference then you can take part! Signing on is from 18:45, event starts 19:30 and finishes at 22:30. Both maps 172 & 173 are required, there will be a mixture of easy and more challenging navigation. It should be possible to score heavily without exceeding around 45 miles. Full details including entry form and rules can be found on our website or call Chris Goodchild on 07875 388483 or email [goodchild69@googlemail.com](mailto:goodchild69@googlemail.com) for more information. As this is a Scatter insurance is available to cover the event at around £15 - further details in the regs.

## Monday 13th December - AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2010 at North Bristol RFC Almondsbury. The meeting will commence at **8.00 pm**. Partners welcome.

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

**Editor: Cherry Robinson. By post: Rustling Elms, Half Acre Lane, Whitchurch, Bristol, BS14 0JJ. By email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

**The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC  
Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**

**Deadline for Backfire: December - 3rd Dec**

**2010 BPMC Events Calendar - This month & updates shown bold**

Month	Date	Day	Event	Venue
Nov	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	18th	Thu	Karting	The Raceway Avonmouth
Nov	26th	Fri	Navigation Exercise/Scatter	<b>Announced in time for the event</b>
Dec	13th	Mon	AGM	North Bristol RFC Almondsbury
Dec	30th	Thu	Xmas Meeting	<b>Announced in time for the event</b>

## Website updates this month

**Check out the new front page: it's easy to find what you're looking for...**

**Pegasus Sprint photos are now in the photo gallery.**

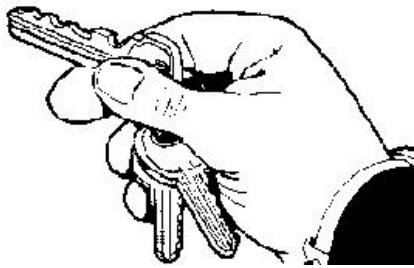
## Membership Renewals – It's that time again !

Next month's Backfire will be accompanied by your membership renewal form. Of course, if you've renewed already please just ignore the form.

Remember, as an alternative, you can renew on-line using the BPMC website so please don't feel you have to use the 'paper & post' option. The online membership fee is a tad higher, to cover the cost to the club of accepting payments online, but this is offset by not needing a stamp so it balances out.

We are also looking at the possibility of you being able to receive your Backfire via an electronic "pdf" download rather than the printed / posted version - this option will be available at a discounted price - if you are interested in this we hope to have more details for you next month so you may wish to wait to renew until then.





## CHAIRMAN'S CHAT

By Andy Moss

The highlight of October was without doubt the Pegasus Sprint. The organising team can be very proud of their achievements, as the event was very enjoyable and we have received lots of positive feedback from the competitors.

It was pleasing to have a very good entry, we decided not to have convoy runs this year which allowed us to run a few more entries – there are pros and cons to this of course, but as we have had to turn entries away in the past, it did help to fit more people in, which in itself helps to keep the entry fee as low as possible.

*Below : Alan Spencer and Mike Bell enjoy marshalling*

Unfortunately I was only able to make it up to Combe for the morning of the event, but this gave me an opportunity to see the event from a different perspective – last year I had entered and the previous year I marshalled, but this year I signed on as a photographer and walked around the circuit to get some pictures and have a chat with everyone doing the hard work on the posts. I then returned to the start line and got some good pictures – check out the club website if you want to see the results.



Everything on the day seemed to run smoothly, other than a couple of breakdowns and a few tussles with the tyre walls. Among the comments from the competitors received it was nice to see that the entrants appreciated the efforts of the marshals. More photos later in Backfire.

During the lunch break we were joined by representatives from Wiltshire Air Ambulance and they were very happy to receive a cheque for £3500. Much of this had been raised from the



sale of Kieron's motorsport model collection. A special mention here must go to Pete Stowe, who has put many hours into cataloguing, valuing and selling items.

With our Chepstow Autotest on Halloween, I have been watching the weather forecast all week – with rain forecast I am hoping we won't get too wet. We have a good entry with around 20 cars expected, which is just about right – well done to all those who are coming, I am

sure you will enjoy it.

I am writing this the day after the October Navigation Scatter, which was a very enjoyable event. I entered with Chris Goodchild and we were surprised to find ourselves first out of nine entries, as we did not think we had done that well when we got to the finish. We enjoyed some well prepared navigation, some interesting roads south of Bristol and a good social at the finish.

Into November and we are all looking forward to a visit from Rodney Gooch – this should be an entertaining talk, and we expect a good turnout. Thanks to Nick Wood, who continues to do a superb job of organising our social calendar. The other social event is the Karting at the raceway, and again we owe thanks to Ken Robson for his efforts in organising this. Even if you have not entered, you're welcome to come down to watch and have a chat. This is one of our main charity fund-raising activities and we hope to be able to hand over a nice cheque to the Air Ambulance at the AGM to add to what we presented at Castle Combe.



On the competition front we have only one event this month, the Navigation Scatter looks as though it should be a good one, with Chris Goodchild and Martin Baker organising. This is an ideal event for those new to navigational events. If you can plot a map reference and follow a map, you'll have fun, so why not come along and enjoy a good club-level event?



At the end of November, Bristol MC run their Allen Classic Trial, and we hope to be able to help by running the Guys Hill section – this has become something of a tradition in the last few years. The event takes over 100 marshals to run which makes the challenge faced in marshalling a sprint look easy!

This year Nick Wood is going to be organising our team having enjoyed the event in the passenger seat of Mal Allen's Marlin last year. As myself and Martin Emsley are entering the event we could do with a couple of extra volunteers. If you are interested, give Nick a call on 07786 936941 or e-mail him on [nickswood@hotmail.com](mailto:nickswood@hotmail.com). Guys is normally a morning section, which is nice – if you have not seen a Classic Trial before you will have an enjoyable time.



# ESCURSIONI

By Martin Emsley

How fascinating, no sooner had Backfire come out than it was announced Sir Michael Caine would be at The Mall for a book signing. This story could take up a huge chunk of Backfire so I will keep it short; basically I ended up in the queue, met the great man and got well three books signed; for self, Dad and a friend, though he declined to utter those immortal words about pyrotechnics and doors! All together now  
“ You’re only supposed.....”



Back by popular request; The AGM Raffle, we are going to try and continue with our fund raising efforts for The Wiltshire Ambulance. This time there will be fewer prizes, hopefully worthwhile ones, and that is where we can all help. Please would you use your contacts and obtain some decent prizes, it will only happen if you make an effort, please do not leave it all to the committee. Let me know / have the items you obtain as soon as possible, don't leave it until the last minute and don't forget to come to the AGM and buy some raffle tickets for this very good cause. Thank you.

Briefly back on films, guess I have to do something without a project car in the garage to keep me occupied, knew I would regret saying that.....see later! and also trying to help Andy get the Marlin going properly. After several fun hours we have concluded that the intermittent fuel feed is getting worse so Andy is going to tackle that before we have another go at tuning it. The other evening watched Gran Torino and Vanishing Point back to back, a thought occurred to me, apart from cars, what is the connection between the two films? Any of you know or would hazard a guess?

Everything came together, albeit late in the day, for the Pegasus Sprint this year. We were concerned over competitor numbers and marshals, but as they say 'it was alright on the night'. Being blessed with a good day helped matters, and the event went off mostly smoothly, only problems of note a competitor on timed run went for a second lap and a shortened Noble. This difference between practice and competition can lead to confusion or simply



unawareness. It is something we as organisers are crucially aware of and already there have been some good suggestions to minimise the risk which we shall discuss at the event debrief. From a personal point of view I would like to thank all marshals and officials for being there and doing such a competent and professional job all day, I felt our overall standard was up from previous years, with some very sensible / good calls made. On the day we Clerks are entirely reliant upon you and we, hopefully,

need only intervene if something goes seriously wrong or an overall decision needs to be made. The experiment to allow competitors to walk / cycle the track rather than convoy runs certainly worked; I heard no negative feedback. It meant we needed more than ever to get low class cars scrutineered first to kick off the event, this was well marshalled and thanks to competitors for understanding. We were able to start almost on schedule, a change from past years when the convoys have taken up an inordinate amount of time, I will be interested to hear from others what they felt about it. A straw poll showed too much enthusiasm for a possible third run! It would not have been possible to run all the people who wished to and it had already been a long enough day so we were unable to carry that part of the plan out. Many thanks to Martin Wood for providing me with his awesome Jaguar as a fast response vehicle, no resemblance to Silverstone Sid I hasten to add. He did explain all the technical bits to me but I am afraid I was so overawed by it I plain forgot what they were. It was more than quick enough, very comfortable and very red, I gotta say I loved it and Martin is a very brave man for lending it to me. The day was topped off by being able to present a very generous check for £3,500 to The Wiltshire Air Ambulance, the helicopter also did a flypast! They were delighted, thanks to all for your efforts, every little bit helps and especially to Pete Stowe who has put in so much time and effort converting Kieron's books and models into valuable donations. Well done. All in all a brilliant day, congratulations to all, hope to see you again next year. If you do have any observations, suggestions about the event please feed them in to Ian, Nick or myself for discussion at the post event review.



You know how it is, the bus thing, you wait and wait then...., well having a difficult time with a few things going down, wheels essential and the Zafira decided it did not want to play! Typical, add to stress levels. Had spent the Saturday taking Charlie to Bath for a Uni visit, and



about 50 miles general driving, rain and spray but did not notice anything untoward. Sunday hop in get about 2 miles and it begins to falter and misfire getting progressively worse. Then the Engine warning light comes on, handbook says 'stop' or risk damage to catalytic converter. Turned round, limped home in 'safe' mode. Borrowed Charlie's Matiz to complete task, pretty funny with four adults in it, but it did ok. Changed the plugs, funny; No4 looked slightly

'different' but not particularly bad. A road test showed nothing had changed and as that was all I could do called out the AA. An excellent fellow attended, agreed about No4 plug, put on his fault code reader and diagnosed 'No.4 plug misfire'! So it logically could only be coil pack or injector. As the diagnostics could not isolate a unit, it is then an expensive try and see. We reasoned that the car would not idle so smoothly if it was injector and as it felt like a breakdown under load the coil pack seemed the culprit. The next morning, not having access to a 'spare' coil pack or able to borrow one, Brights got me one within an hour and half of my call. £100 later & 5 minutes to fit and car was fine again, thank goodness. A friend who is an auto electrician then reset the code and extinguished the warning light. It so frustrates me; these modern cars where we are limited to what we can do, need specialist diagnostic computers and the replacement units are so expensive. This luddite says bring back points & condensers, single coils and plug leads. I must be sad and old!

I am in the habit of giving the cars a winter checks, an oil change and general check over before the weather gets bad. In my younger days I spent too much time in the freezing cold and wet trying to fix a broken vehicle, and even with a decent garage I would rather not be out there in the winter. Anyway everything seems ok but as shown above we cannot cover every base, however a worthwhile couple of hours well spent I think.



## Nominations for the Board of Directors

It will soon be time for our AGM. If any of you are interested in joining the committee please complete the form below and send it to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP by the end of November.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature

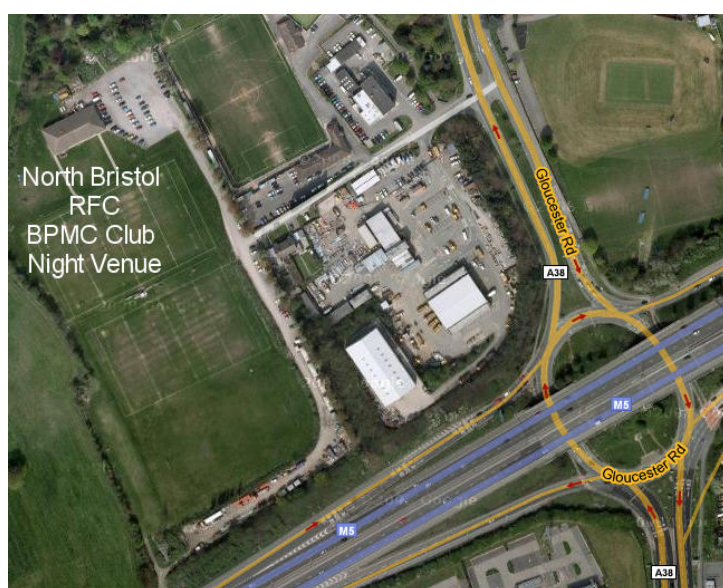


## Clubmans Championship 2010 - Prepared by Chris Thompson

POINTS	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
33.79	Chris Goodchild	1	7	No
31.48	Martin Baker	2	7	Yes
29.90	Andy Moss	3	10	Yes
27.15	Paul Bird	4	6	Yes
21.42	Nick Wood	5	7	Yes
19.18	Chris Thompson	6	9	Yes
15.95	Toby Harris	7	3	No
15.67	Stephen Dummett	8	4	No
15.15	Alan Spencer	9	5	Yes
15.05	Pete Goodman	10	3	No
14.04	Bradley Hobday	11	3	No
13.39	Ian Cameron	12	3	No
12.90	Lisa Selby	13	3	No
12.70	Mike McBraida	14	3	No
12.60	Martin Corfield	15	3	No
11.36	Cherry Robinson	16	7	Yes
10.81	John Mearns	17	3	No
10.18	John Corfield	18	3	No
10.07	Richard Hearnden	19	3	No
10.00	Lewis Bird	20	3	No
9.74	Martin Emsley	21	2	Yes
9.67	Mal Allen	22	2	Yes
9.67	Donny Allen	22	2	Yes
9.29	Ken Robson	24	2	Yes
9.29	Dave Bence	24	2	Yes
9.23	Tony Thorp	26	2	No
8.93	Alan Dillamore	27	4	No
8.38	Andy Steel	28	3	No
8.17	Judith Bird	29	2	No
7.94	Tom Hartshorn	30	3	No
7.94	Merill Spooner	30	3	No

## Marshals Championship 2010 - Prepared by Chris Thompson

POINTS	ENTRANT	POSITIONS	NUMBER OF EVENTS
11	Dick Craddy	1	5
10	Nick Wood	2	5
8	Mal Allen	3	6
7	Tim Murray	4	5
6	Bob Hart	5	2
6	Cherry Robinson	5	4
5	Dave Bence	7	2
5	Donny Allen	7	3
5	Simon Child	7	3
4	Chris Thompson	10	3
4	Lesley Hart	10	2
4	Mark Benstock	10	2
4	Martin Baker	10	2
3	Alan Spencer	14	3
3	Andy Moss	14	2
3	Keith Yeandel	14	3
3	Martin Emsley	14	1
3	Mary Craddy	14	2



## Club Night Directions

North Bristol RFC

Almonsbury 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. After approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football

Association building. At T junction, turn right into North Bristol RFC.

# BPMC Karting Endurance Challenge

**Thursday 18th November 2010**

**Date:** Thursday 18th November 2010 **Time:** 7.00pm start - 10.30pm finish

**Format:** 25 mins Qualifying + Endurance Race over 2 ½ hours

**Teams:** 5 drivers per team – 16 teams in total

**Cost:** £175 per team = £35 per driver



The event is now almost full - to check the current situation if you wish to enter a team of 5 contact Ken Robson, 201 Juniper Way, Bradley Stoke, Bristol BS32 0DP Tel: 07900 007747 Email: [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

We may have a few single entries left as well contact Andy Moss on 0117 9912702 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) to check availability.

This event will raise around £1200, which will be donated to the chosen charity of BPMC – Wiltshire Air Ambulance.

## Remember When





# HEDTEC.CO.UK

**HEDTEC CRASH HELMETS - *EXCLUSIVE OFFER ONLY TO BPMC MEMBERS***



We are pleased to offer BPMC members a £10 discount towards a Hedtec crash helmet and any BPMC member who buys a helmet will also receive a £25 voucher towards a Motorsport Events 2010 track day.

Hedtec helmets are pure bred motorsport helmets and have the look and feel of products costing 3-4 times as much.

- Outstanding Quality
- Superb value
- Inexpensive spare visors
- An independent brand not to be confused with others
- Hedtec helmets are Snell SA2005 approved and legal for MSA and FIA events
- Full specifications at [www.hedtec.co.uk](http://www.hedtec.co.uk)

HELMET	RRP INC VAT	BPMC PRICE
RAPIDO OPEN FACE	£109.00	£99.00
XTREME FULL FACE	£139.00	£129.00

Please note that this offer is for one crash helmet per member and that the track day voucher is for 2010 only and is not transferable. This offer is exclusive to BPMC members only. For 2010 track day calendars visit [www.motorsport-events.com](http://www.motorsport-events.com)

To join the helmet revolution please call the distributor Motorsport Events Ltd on 0870 787 2116. To reserve yours call today!

**motorsport-events.com** 

## Pegasus Sprint 2010 - BPMC Members - Photos By Steve Kilvington



Andrew Steel - Peugeot 106 GTi



Pete Goodman - Renault Clio



Mark Brewer - Nissan Sunny GTi



John Marshall - Lotus MK6



Lewis Bird - Ford Escort



Paul Bird - Renault Clio 172



Jonathan Prestidge - Lotus Elise



Matthew Johnson - Mitsubishi Evo 4



## Pegasus Sprint 2010 - BPMC Members - Photos By Steve Kilvington



Mike McBride - Mitsubishi Evo 6 GSR



Richard Hearnden Lotus Elise R



Elen Worthington - Lotus Elise



Brian Davage - Rover Cooper



Stephen Dummett - Audi R8



Kevin Jones - Noble M12 GTO3



John Mearns - Westfield Sei



David Poplar - Scimitar



## Pegasus Sprint - Letters of Thanks

Ian,

I've found your contact details on the website, I believe you were the Clerk of course on Sat. I would just like to express my gratitude for all the help that I was given on Saturday at Castle Combe. The whole event was wonderful, fantastic group of people and I had a fantastic time, first time At CC!



I hope we didn't hold things up I know we were a little off the pace. However driving the PB flat out, drifting through Camp was something I won't forget!

Thank you so much again and I look forward to seeing you next year, hopefully with a few more of the Vintage brigade!

Regards - Mark Dolton - MG PB

Jenny/Ian/Chris,

Thanks for an excellent day. I haven't sprinted for a while so it was good to see that the paddock camaraderie has remained as I remembered supported by a helpful, cheerful bunch of Club support staff.

Regards - Brian Watson - Car 111



Richard Girling - Nissan G-TR R35



Richard Cole - Lotus Elan

For more Pegasus Sprint photos check out <http://www.sbkmotorsport.fpic.co.uk/>

## NOTICE OF AGM - Monday 13th December 2010

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2010 at North Bristol Rugby Club, Almondsbury, Bristol. The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH, no later than 29th November 2010.

Following the AGM there will be a presentation to the 2010 Award winners (a full list will appear in Backfire). There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim by the end of November.

*Included in the next edition of Backfire will be a copy of the Club's statutory accounts for the year ended 31st October 2010. We are required by law to submit these documents to Company's House and to circulate them to the membership ahead of the AGM. As usual, detailed accounts including an income and expenditure report will be presented for scrutiny at the AGM on December 13th*



Bristol Pegasus Motor Club  
Club Motorsport at its Best - [www.bristolpegasus.com](http://www.bristolpegasus.com)

Club Calendar 2009

## 2011 Bristol Pegasus Club Calendar

Many members enjoyed the club calendar we have produced in recent years and we are looking to repeat this for 2011.

This year we will again be doing a smaller run of calendars **so members must reserve their calendar in advance** for collection at the AGM in December.

The cost per calendar will be £4 and they will be the same full colour format as last year.

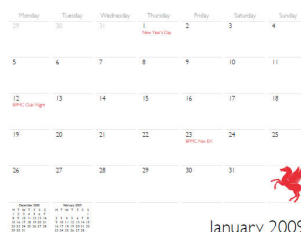
If you wish us to post your calendar please add £1 postage and packaging. Send cheques payable to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

We will also be taking orders at the November club night, where samples of the previous years Calendars will be available to view.



Bristol Pegasus Motor Club

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





## MSA Classic

### Sunday 3rd October 2010

By Andy Moss

In common with the three times I have driven round Castle Combe this year it was a soaking wet morning when myself and Nick Wood set off on the 2010 MSA Classic run.

The wet circuit seemed to be putting people off so, we had it pretty much all to ourselves for a few laps in the Rover, before returning to the tavern for a cup of coffee before our due start time.

From Combe we headed towards Oxfordshire and the Williams Grand Prix factory where we visited the museum which houses an impressive collection of cars from throughout Williams history.

From here it was onto our next stop at Prodrive, where we visited their museum and met a very helpful lady who is helping us arrange a Pegasus club trip to the museum and a behind the scenes factory tour next spring - watch this space for more details.

Finally we finished at Rockingham Circuit where we got to drive the track - this was the first time I had been to Rockingham and I must admit it was smaller than I had imagined, you can see the whole circuit from the stands. Then the long journey home, which involved a couple of stops to top up water lost from my leaking engine side plate!

Many thanks to Nick for the excellent job he did reading the route book.







## Fantasy Formula 1 - Results up to the Korean Grand Prix

Dave Cutcliffe	Alonso	Webber	Ferrari	Red Bull	Hispania	Bahrain	1236
Tom King	Vettel	Webber	Red Bull	Williams	Red Bull	British	1214
Jonathan Prestidge	Alonso	Vettel	Red Bull	Williams	Ferrari	British	1181
Tim Murray	Alonso	Vettel	Red Bull	Williams	Ferrari	Belgian	1181
Paul Bird	Alonso	Trulli	Ferrari	Red Bull	Red Bull	British	1167
Elisabeth Lewis	Alonso	Vettel	Red Bull	Renault	Renault	Monaco	1155
James Page	Alonso	Vettel	Red Bull	Sauber	McLaren	Spanish	1137
Rex Meaden	Alonso	Vettel	Red Bull	Sauber	McLaren	German	1137
Chris Thompson	Alonso	Vettel	Red Bull	Williams	Mercedes	German	1082
Ian Hall	Alonso	Hamilton	Lotus	Red Bull	Ferrari	Monaco	1060
Greg Parnell	Alonso	Webber	Ferrari	Williams	Ferrari	Italian	1056
Stuart Morgan-Nash	Alonso	Hulkenberg	Ferrari	Red Bull	Williams	German	1019
Martyn Davies	Alonso	Vettel	Ferrari	Rosso	Ferrari	Italian	1013
Brian Hobday	Alonso	Hamilton	Red Bull	Williams	India	British	1010
Ross Willing	Alonso	Hamilton	Red Bull	Williams	India	British	1010
Helen Davies	Alonso	Hamilton	India	Red Bull	Williams	Monaco	997
Andrew Burgess	Alonso	Hamilton	India	Red Bull	Williams	Monaco	997
Bradley Hobday	Alonso	Hamilton	Red Bull	Williams	Sauber	British	996
Dick Craddy	Alonso	Hamilton	Red Bull	Williams	Sauber	Monaco	996
Caroline Meaden	Hamilton	Webber	Red Bull	Williams	India	Canadian	994
Donny Allen	Alonso	Vettel	Ferrari	India	Renault	Turkish	986
John Page	Alonso	Hamilton	Hispania	Red Bull	Mercedes	Australian	976
David Garnett	Hamilton	Vettel	India	Red Bull	Sauber	British	970
Tony Thorp	Alonso	Massa	Ferrari	Sauber	Ferrari	Bahrain	919
Matthew Johnson	Alonso	Vettel	Ferrari	Lotus	Mercedes	German	918
Mike Marsden	Alonso	Vettel	Ferrari	Lotus	Mercedes	Monaco	918
Ken Robson	Rosberg	Vettel	India	Red Bull	Mercedes	Malaysian	917
Martin Emsley	Hamilton	Trulli	Red Bull	Williams	Ferrari	Malaysian	859
Manisha Thorp	Hamilton	Hulkenberg	Red Bull	Williams	Ferrari	British	852
Simon & Laura Moss	Hamilton	Massa	Lotus	Red Bull	Renault	Singapore	842
Victoria Phillips	Hamilton	Massa	Lotus	Red Bull	Renault	British	842
Charlie Emsley	Alonso	Schumacher	India	Red	Williams	British	833
Lisa Selby	Button	Hulkenberg	India	Red Bull	Ferrari	British	830
Alyson Marsden	Alonso	Hamilton	Ferrari	Rosso	Virgin	Australian	820
Richard Grove	Kobayashi	Vettel	Ferrari	India	McLaren	Japanese	812
Sharon Reynolds	Schumacher	Webber	Red Bull	Virgin	Sauber	Abu Dhabi	801
Matthew Grove	Schumacher	Vettel	Lotus	Red Bull	Renault	Abu Dhabi	796
Toby Harris	Schumacher	Vettel	India	Red Bull	Rosso	Spanish	794
Ann Farrow	Hamilton	Vettel	Lotus	Renault	Ferrari	Italian	792



Chris Lewis	Button	Massa	Red Bull	Williams	Lotus	Brazilian	789
Judith Bird	Button	Massa	Red Bull	Williams	Lotus	Hungarian	789
Richard Reynolds	Button	Massa	Red Bull	Rosso	Williams	Australian	770
Mary Craddy	Button	Vettel	India	Williams	Ferrari	Italian	751
Richard Ibrahim	Kobayashi	Vettel	Ferrari	Williams	Mercedes	German	748
Steve Clark	Hamilton	Vettel	Renault	Williams	India	Abu Dhabi	742
Jenny Hall	Hamilton	Vettel	Renault	Rosso	Renault	Monaco	728
Joanna Prestidge	Hamilton	Sutil	Ferrari	India	India	European	696
Debbie Grove	Hamilton	Senna	Ferrari	Lotus	Ferrari	British	695
Joe Robson	Hulkenberg	Schumacher	Red Bull	Sauber	Mercedes	Monaco	594
Liz Ibrahim	Kobayashi	Kubica	Sauber	Williams	Sauber	Brazilian	558
Coralie Thompson	Liuzzi	Schumacher	Ferrari	Virgin	Ferrari	German	542
Bill Farrow	Barrichello	Hamilton	India	Williams	Mercedes	Japanese	504
Pete Stowe	Kovalainen	Rosberg	Mclaren	Sauber	Williams	British	492
Andrew Moss	Glock	Rosberg	Mclaren	Williams	Lotus	Belgian	487
Trevor Newman	Petrov	Trulli	Mclaren	Renault	Rosso	Turkish	484
Claire Burgess	Schumacher	Senna	Ferrari	Williams	India	Belgian	481
Mal Allen	Glock	Hamilton	Lotus	Mercedes	India	Korean	433
Alex Wooldridge Smith	Hamilton	Schumacher	Lotus	Williams	Renault	Belgian	428

## 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 available in the following colours and sizes**

Colour	Small	Medium	Large	Extra Large
White				
Grey				
Light Blue				
Royal Blue				
Black				



# Club Track Session at Castle Combe Stroke Association Day - 23rd October 2010

When the opportunity arose for our members to have an additional track session at Castle Combe during the Stroke Association Day, it was too good an opportunity for us to turn down. The original plan was for there to be two sessions shared between ourselves and Bristol Kit Car Club.



As our own track day at Castle Combe is always very popular, it was no great surprise that, despite the short notice, we managed to sell all our ten places reasonably easily – the cost of £30 for a 20 minute session being roughly equivalent to the per session cost of our own day. Unfortunately the Kit Car club members found they had a clash with the Exeter Kit Car show – this is normally in November, but this year had moved to an earlier October date – hopefully if there is no clash next time they may come out to play in 2011. As the date of the event was now even nearer we decided to run only one session, rather than try to sell the remaining places ourselves

The idea of a lunchtime session certainly proved popular. It attracted not only our regular track day entrants, but also some members who do not want 5 sessions on track but were very happy to be able to take their car out for a single session. We were also happy to see Daniel Marshall in the Porsche 924, who was venturing out on circuit for the first time.

The original plan for a quick visit to the circuit got extended to a whole morning, as first we found that we would have to be noise checked before 10.30, then at the last minute we found out the only way to fit us in with the timetable for the drivers briefing would be for us to arrive by 8.45. Thanks to everyone for their patience. The extra time did mean we could enjoy breakfast in the Tavern and take a trip down to Quarry to watch some of the action there.

So with the passes sent out for admission to the event, we could watch the weather forecast for news of a lovely dry day – sadly the weather gods had other plans and at times it almost appeared they were forecasting dry weather for most of the day apart from the time we were due out on track ! Come the morning of the event and it was quite pleasant, but sure enough

around 11am the rain started, and whilst it eased off in time for our run, the track was very wet, cold and slippery.

I knew it was going to be fun when the back end of the car started to "go" while driving gently down the pit exit road, and it did my confidence no good at all when it became clear the back end was quite twitchy even in a straight line ( having later checked my tyre pressures I think they may not have been helping me, as I had swapped to my "road" wheels that had not been used for a while and the pressures were a little low to say the least ! ). This was a day for front wheel drive – Lewis Bird was without doubt the quickest out there in his Escort, with the Peugeot 106 of Andy Steel not far behind. Ian Hall was giving some tips from the passenger seat to Matthew Johnson in the Mitsubishi – judging by the amount of grass on the car when they came in they had fun, although I think even the normally relaxed Ian got a little worried when they were heading towards one of the marshals posts. Chris Goodchild had taken the opportunity to take his new Elise out for a spin and seemed to be enjoying himself, while the Datsun 240Z of Martin Mitchell was also doing well in the wet conditions. Merlin Wigley in the other Westfield was definitely going quicker than me – I was just happy to come back in without spinning or going off onto the grass !

Finally, thanks to club member Ken Robson for arranging things with the Stroke Association – I saw his car but I am not sure if he had the chance to go out on track in between his efforts keeping the event sponsors happy and doing a fine job on the PA interviewing any female racing driver he could find. Now the most important thing – we handed over a cheque for £330 to the Stroke Association – the £300 for ten of us, boosted by the generous decision to donate an extra £30 by one of our drivers. Hopefully this will add to the money raised by the other activities on the day and the organisers will again be able to handover a sizeable cheque to the charity – we were told the event has raised £125,000+ over the 16 years it has been running – a remarkable achievement. With a bit of luck we may be able to return next year, hopefully the knowledge gained this time will allow us to improve the timings to make it even smoother next time around.

### **Bristol Pegasus Drivers & Cars**

Matthew Johnson - Mitsubishi EVO 4  
Mike McBraid - Mitsubishi EVO 6 GSR  
Daniel Marshall – Porsche 924  
Merlin Wigley - Westfield  
Martyn Mitchell - Datsun 240Z  
Chris Thompson - Ginetta G27  
Chris Goodchild - Lotus Elise  
Andy Steel - Peugeot 106  
Lewis Bird - Escort GTi  
Andy Moss - Westfield





## Club Track Session Castle Combe Stroke Association Day - 23rd October 2010





## BPMC Members Competing at Other Events

Photos by Pete Stowe



Ian Hall leading the Castle Combe Open GT race on 2nd October in the Darrian



Duncan Pittaway in his 8.4-litre Monarch-Curtiss at Prescott on 3rd October





## Collecting an Abarth 850TC Nurburgring from South of Naples, Mad or what! October 2010.

By Mike Kason

I always forget how long it takes to drive to our house south of Milan near where the famous Vernasca Silver Flag takes place. I married an Italian 30 years ago and this is her family home (We are still married!). I look forward to going with the “great” drive to look forward to, well as you get older, it takes much more effort every year. When I was in my 20’s, I used to load my packed bags on a Friday morning, go to work, finish at 5.30pm, leave for Dover and be at the house by breakfast the next morning, infact, my record (should not really admit to it) is 10 hours door to door in an early ‘70’s Mustang Cobra, next up is 10.5 hours in an Escort Cosworth Motorsport. The Silver flag takes place every year an consists of three runs on public roads shut off for the occasion, with the best hospitality ever. The cut off for cars is pre ’72 unless you have something very special. The event costs about 250 euro’s and I have to admit, I have been 9 times over the past 15 years. The only times I have not gone were for work commitments, or family bereavement reasons. If you would like to know more about the Silver Flag, e-mail me at [fatsams@hotmail.com](mailto:fatsams@hotmail.com) and I will try to answer your questions.

Anyway, today it takes two days as I cannot drive that far any more and so we left London at a leisurely pace on Saturday 9th October, get on a Eurotunnel train, great experience as you don’t have to worry about the sea condition, and go the Chateau Cocove (00 33 321 826829)) at junction 2 going out of Calais on the Paris road. They are very car friendly and the food is not expensive and is to die for (great wine too) (They like car runs Hint Hint Andy/Nick!). Sunday 10/10/10 (Great date, all the tens’!), an early morning departure after a continental breakfast sees us cruising towards Reims, Strasburg, Basel, Como, Milan and Castelletto (home). I recommend the food at most French motorway service stations especially the Autogill and Relais stops, food is freshly cooked and good value. It always surprises me that they sell beer and wine at the service stations with quite strict booze limits especially in Europe. Well we finally made the house at midnight and nearly had the iron gates off their hinges turning into the drive, forgot how shallow the trailer turns on a narrow turn. Had a cup of English lemon tea and hit the sack, long day, night night. Forgot to say, be careful of the speed cameras all over the French, Swiss and Italian motorways and now side roads, under new EC rulings and treaties, the fines and points count in all EC countries and they come looking for you. In Italy, the Berlusconi government has banned council tax so the local authorities have installed loads of speed cameras to get the lost revenue. In a small town near us called Ravello on the Via Miglia (Yes, part of the 1000 Miglia) the revenue for one camera last (2009) was 650 thousand euro (yes one camera) and there are loads. So be warned!

Monday 11th, had to go to Rosetti (great supermarket big-boy's shop for tools and things!) as the bulbs on the two rear marker lights of my trailer kept failing, very frustrating, they did not have any, well it passed the time. Read through a copy of Classic and sports car (November) bought at Eurotunnel WH Smiths shop as Nick told me one of my cars was in, well what he actually said was "why can't I pick up a car magazine recently and not see one of yours' or Carlo's cars in it" (in a nice way). Anyway, the picture was under the editorial on the editorial page and was my "Ferrari" Fiat 900T crew van, nice comments as well. Actually I am quite chuffed, out of the 2000 odd cars there mine was chosen. In fact, if Andy had turned round on his article on the Haynes Motor Museum, the van would have been behind him when he took the picture of Nick Mason's Ferrari F1 car, oh well! Now I have to decide when to go to Sorrento, actually forgot to say earlier, the reason for this great journey is to buy and collect a 1962 Abarth 850TC Nurburgring from the son of an ex-Fiat/Lancia/Ballila et al dealer going back to the early days of motoring. I also understand he has two warehouses full of cars like a 1932 Ballila racer and a 1934 Lancia pick-up, never heard of one of those before, plus loads more. I intend to photograph the cars with all relevant history and important details and take the information back to the UK, you never know who might just want one. Andy Moss asked me to write an article for the magazine chronicling my journey, so here it is.

### **A bit of history**

The Fiat Abarth 600 was an obvious project for Carlo Abarth after his success with the Abarth-tuned Fiat 'Topolino'. At the Turin Salon of 1956 Abarth exhibited 6 Fiat 600 cars with Abarth 747cc 51bhp engines, and was ready to sell the parts for home conversions. A more powerful 767cc engine followed in 1960, and later an 847cc Fiat Abarth 850TC was produced, homologated for 1000 produced in 1961 and successfully raced. For 1965 as well as a 75bhp Abarth 850 TC, there was an 85bhp Abarth 1000 TC with 982cc engine. The front-mounted oil and water radiators were homologated as production fit, as was the propped open rear engine cover which gave aerodynamic benefits as well as extra cooling. Abarths won the ETCC Division 1 in years 1965, 66 and 67.

Wednesday 13th October, I know it's Italy but it is cold this morning and I don't want to get up, it's too warm in bed. Maggie, my wife, decided that 9am was enough, so by 10, we were ready to leave. The A1 goes from Milan right down Italy to Naples and beyond. The journey takes us past Parma, Modena (Ferrari Land), Firenze, past Monte Casseno, a famous Second World War site where my Grand Father and Uncle both fought, past Rome and it's 7 hills to Naples where we leave the motorway. Well we hit Naples in the hight of the evening rush hour, something you do not ever want to be part off. From Naples round the bay of Naples to Sorrento, where we were staying and meeting Carlo's brother Pepe who has been our negotiator this side. We arrange to meet at 10am to go and look at the other cars and buy our Abarth.





850 engine bay



850 Front



850 Inside, it's real!



850 Jaeger Abarth dash, very rare



850TC Nurburgring back



1932 Fiat Ballila pickup



1932 Fiat Ballila pickup bed



1934 Ballila sport



1934 Ballila sport back



A mechanic, Andrea, Mad Mike, Pepe, Pepe's son



Abarth 850TC Nurburgring tied up for journey home



Beautiful Swiss views on way home, snow already on hills



Berni Motori



Driving past monte Cassino with the basilica at the top



Fiat 500 and 500 Giardinera with back ground of bay of Naples Pompili and Vesuvius

Thursday 14th October, Carlo's brother Pepe met us at the hotel at 10am and we drove the short distance to the sellers warehouse. There sitting outside for us to view was a gem of a very original time-piece of an Abarth 850TC Nurburgring. Pepe and another brother Toni

had already checked the car and it was so original that it still had the factory fit floors and wings, they tend to rot after nearly 50 years. The car was a 1962 model, in '62, Carlo Abarth was still working at Fiat and the tuning parts were called Abarth. You bought a 600 Fiat and went to Fiat to buy an Abarth kit that comprised of an Abarth gearbox, Abarth Girling from discs and callipers and an option was the Jaeger Abarth dial set, this car has them fitted. I had already spoke to Tony Berni in Italy and sent him a copy of the Taga (log Book) and he confirmed that although it was a year earlier than Abarth set up on his own, these cars were considered as proper Abarths. To top it all, the Taga stated Fiat 600D Abarth 850TC Nurburgring, it does not get any better than this. Also in the garage was a Ballila 1000 sports car, a Lancia Auralia and a 1932 Lancia pick-up that may very well end up in my garage very soon, a very rare car in good condition with all paperwork. Anyway, we loaded up the car on my trailer and back to park it at the hotel. While in Sorrento there are two musts, lemons and Lemonchella, a liquor made of lemons, as well as this we went to somewhere I have never been before, an olive oil factory. You know it takes 5 quintale of olives to make 15 litres of Olive oil. We had a tasting of two types of olive oil, new and two years old. The new oil was very light but left a very nasty aftertaste, the two year old oil was very silky smooth and left no after taste, 20 litres purchased then, ten for us and ten for Carlo. That night we sat on the restaurant balcony with a view of Vesuvius, Naples and Pompeii eating fresh pasta and fish from the area, it does not get any better (for something other than cars).

Friday 15th October, Good plans must always be flexible, we planned to leave by 8am but it turned out to be 9am. A fairly effortless journey back to Castelletto with the Abarth in tow on the trailer and two hours less than going, however, whenever we stopped for fuel or to have a coffee, someone always had a car for sale after they ascertained we had just bought the Abarth, it's amazing how many old Fiats/Lancia/ Alfa's are for sale! The only crippling thing is that you get loaded for the tolls on the roads if you have a trailer, in some cases three or four times the normal car tariff, we think some of this goes into the toll-keepers pocket as you don't get a receipt and what you are charged is not always what it says on the toll fee board!! Well, next appointment is Tony Berni's amazing Abarth shop (another of those big boys toys shops, got to be careful or you just keep on happily spending) to get some bits. We have a bit of a wary at the moment, the oil worker strike in France is intensifying and there are shortages of fuel, we normally travel through France as it is the shortest distance, we may have to tread new ground and travel home via Germany, Luxemburg and Belgium, it may be a longer route but it has fuel and more importantly, no tolls.

Tuesday 19th October, off to Maleo near Cremona to see Abarth Guru Tony Berni at Berni Motori. We had a long discussion on the provenance of the 850 I had purchased and we agreed the car was very genuine and with the correct log book and all documents we had bought a peach. He has some beautiful cars in his showroom, an Abarth 207A, a Periscopo, a 100TC Corsa, his famous Abarth service van. His 2000 Abarth sports prototype was away being repaired. The stock Tony holds is amazing from gaskets to wheels to genuine Abarth



tuning bits to wheels and bodywork. I have put a long list of bits to buy and bought a complete front radiator setup, Abarth Girling front brake service kits, new duel master cylinder and other bits and pieces. Time passes very quickly when you are having fun and it's a pleasure spending money with Tony. A quick goodbye and back to the house, a 40 minute journey.

Thursday 21st November, wrap the 850 up like a salami, need to cover the car to avoid drawing attention to it and then making sure the cover stays in place. It took 60 meters of sailing rope and two and a half hours to complete the operation.



Lancia Aprilla



Lancia Aprilla



Loading 850 in Sorrento



Sorrento countryside



Loading 850 in Sorrento



Sorrento countryside



Sales counter at Berni Motori



Tony Berni's Abarth Periscopo and Abarth service van



Tony Berni's beautiful Abarth 207A



Tony Berni's Periscopo and Abarth 1000TC



Traveling home at Swiss service station with magnificent views



Friday 22nd November, 0930 time to go, car is full of lovely stuff like wine, olive oil, salami, Parma ham, jam and others. We have a problem, do we try to go through France with the petrol problems or through Germany, a new experience. We were at the Swiss/Italian in 4 hours, trying to keep it at 60mph, difficult when you have 1200kms to go. Headed for Basel and at a service station near Basel, met an English white van driver who told us he had driven through France two days earlier and fuel was very scarce so the decision had been made, from Basel we travelled through Germany. One problem with German motorways, only two lanes for most of the way, overtaking restrictions for car/trailer combinations between 0600 and 1900, you can't, so the journey was hard work keeping behind lorries. The other problems are there are not too many service stations and no hotels to be seen. So we filled up three times not because we were near needing fuel but we were not sure when the next station was. Getting late now and it is dark when we cross into Luxemburg and drive through, still no hotels. It's getting to 2pm when we cross into Belgium when at 3pm we come across a motel at a service station. We decided not to stay as they did not have a secure car park just the main service car park, not very safe, so we decided not to stop, it was -3deg's at this point. Around 3.30pm we stop near Brussels and slept for  $\frac{3}{4}$  of an hour in the car park. Arrived at Eurotunnel at 6am and after being told that we would have to pay an extra £240 to travel on the next train we rebooked on the 10am train for no additional charge. They would not let us stay at Eurotunnel as apparently they have a restriction on 2 hour wait. So we drove towards Le Touquet and had breakfast at a service station then slept for 2 hours in the car. Arrived back at Eurotunnel in time for the 10.05am train and back to blighty.

Was it worth it, yes, all the 5000kms of driving to get a very rare and original 1962 Abarth 850TC Nurburgring, What happens next, Carlo and I will be preparing the car as an FIA Historic racing car to be raced by John Barbour, an old school friend of mine who now owns the car. The car will have FIA historic and HTP papers, it already has an original log book and it is great to prepare a piece of history to be used in anger again.

**RMS Motor Services** offers BPMC members 10% off their bill for servicing, MOT preparation, air conditioning etc

Please mention BPMC when booking.

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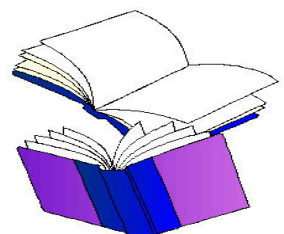


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## Provisional 2011 BPMC Events Calendar

**Below is the first draft of our event dates for 2011 - please note this is a very early version based on when we expect events to run and is likely to be subject to change - further updates next month**

Month	Date	Day	Event	Venue
Jan	10th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Jan	28th	Fri	Navigation Exercise	Announced in time for the event
Feb	7th	Mon	Club Night - Max Tyler Talk	North Bristol RFC
Feb	18th	Fri	Navigation Exercise / Scatter	
Mar	14th	Mon	Club Night	North Bristol RFC
Mar	18th	Fri	Navigation Exercise / Scatter	
Apr	10th	Sun	Trial	Lower Grove Farm Dundry
Apr	11th	Mon	Club Night	
May	2nd	Mon	Wessex Sprint	Colerne Airfield
May	09th	Mon	Club Night	
May	16th	Mon	Treasure Hunt	
May	30th	Mon	Llandow Sprint	
Jun	13th	Mon	Club Night	
Jun	18th	Sat	Chepstow Solo	
Jun	20th	Mon	Treasure Hunt	
Jul	11th	Mon	Club Night	North Bristol RFC
Jul	18th	Mon	Treasure Hunt	
Aug	7th	Sun	Treasure Hunt	
Aug	08th	Mon	Club Night	North Bristol RFC
Aug	13th	Sat	Castle Combe Track Day	Castle Combe Circuit
Aug	29th	Mon	Two Club Sprint	Colerne Airfield
Sep	12th	Mon	Club Night	North Bristol RFC
Oct	10th	Mon	Club Night	North Bristol RFC
Oct	15th	Sat	Pegasus Sprint	
Oct	28th	Fri	Navigation Scatter	
Oct	30th	Sun	Chepstow Solo	Chepstow Auto Solo
Nov	14th	Mon	Club Night	North Bristol RFC
Nov	17th	Thu	Karting	Raceway Avonmouth
Nov	25th	Fri	Navigation Exercise/Scatter	
Dec	12th	Mon	AGM & Buffet	North Bristol RFC
Dec	28th	Wed	Xmas Noggin & Natter	

# This Month

## Monday 8th November - Club Night - Guest Speaker

### Rodney Gooch - Castle Combe

For the November Club night we are pleased to welcome Rodney Gooch, the Sales & Marketing Director of Castle Combe Circuit, who will be talking about his 45 years involvement in motor sport.

What began as a hobby, racing 125 and 250cc motorcycles in the era of greats such as Mike Hailwood, Bill Ivy, and a young Barry Sheene, led to a varied and interesting career in motor sport. Working for Aerosigns, the company who sold the advertising space at UK circuits in the 1970s, took Rodney to all the circuits and major events of the time, dealing with all the big sponsors involved in that period. In the 1980s he moved to the Sales Manager role at Brands Hatch, working for the legendary John Webb, and later Nicola Foulston.

In 1996 Rodney took up a full time role at Castle Combe, playing a major part in the development of the circuit including its hosting of the British F3 & GT Championships and the Superbike Grand National.

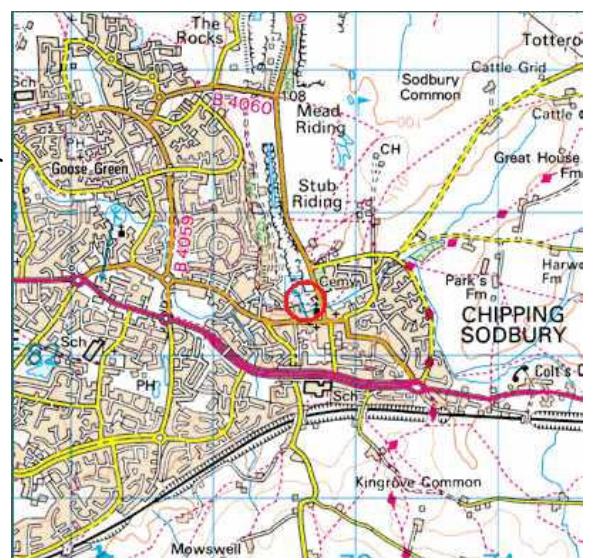
## Thursday 18th November - Charity Indoor Karting

### Our trip to the Raceway - Details inside - Enter early to get your place

## Friday 26th November - Navigation Scatter

The November Scatter is organised by Chris Goodchild and Martin Baker. The event will start at 7:30pm from the car park on Wickwar Road, Chipping Sodbury, OS Map Reference 172/727825. If you can plot a six figure grid reference then you can take part! Both maps 172 & 173 are required.

Full details including entry form and regs can be found on our website or call Chris Goodchild on 07875 388483 or email [goodchild69@googlemail.com](mailto:goodchild69@googlemail.com) for more information.



## Monday 13th December - AGM, Prize Giving and Buffet