

Backfire

November 2011



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

Cover: Josh Moss was the youngest driver at the Pegasus Sprint in his Peugeot 106

Can all 2010 trophy winners please return them on Monday's Club Night to allow them to be engraved in time for this year's Prize Giving

Monday November 14th - Talk by Alan Freke



Alan's talk will be about the Fry family and their involvement in motorsport.

Please arrive at 8.15pm for a prompt start at 8.30pm.



Thursday November 17th BPMC Charity Karting Avonmouth **Spaces are still available for our annual charity karting event, more info inside**

Friday November 25th - Navigation Scatter

For the November scatter there will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits of navigation to keep more experienced crews entertained. There will also be a time-limited intermediate checkpoint where extra route instructions (and bonus points) can be collected which will offer added interest to novices and experts alike. The event will run on Friday 25th November with the start from the lay-by on the B4059 near Latteridge, grid ref ST172, 670/846 and will all be based on OS map 172. Signing on will be from 18:45 with the start at 19:30. The finish will be at the Swan Inn, Tytherington. Regulations and entry form will be published on the club website shortly. There is no entry fee but insurance will be required (details in the Regs). Contact Chris Goodchild for more details: goodchild69@gmail.com or 07875 388483.

Monday 12th December - AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at The Parkway Tavern. The meeting will commence at **8.00 pm**. Partners welcome.

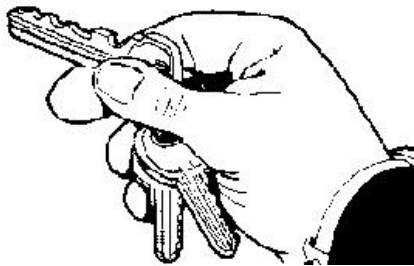
Deadline for Next Backfire: 2nd December

As always, we are looking for contributions for Backfire

Editor: Cherry Robinson. By email: backfire@bristolpegasus.com

By post: Rustling Elms, Half Acre Lane, Whitchurch, Bristol, BS14 0JJ.

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



CHAIRMAN'S CHAT

By Andy Moss

What a great day we had for the 21st running of the Pegasus Sprint.

Unbelievably it was back in 1991 when the club re-introduced sprints to Castle Combe – The committee at the time were brave enough to back Pete Stowe who was convinced an event aimed at road cars could meet the need for the circuit to keep noise levels down and win backing from the planners for the extra dates we enjoy for sprinting at Castle Combe today. Many people at the time did not believe such an event would be viable, despite this 20 years later the event remains as popular as ever.

I have been involved in most of the events, either as an official, marshal or competitor. My most memorable moment came when acting as entries secretary in 1995. My son Simon was born on the day of the event, and on route to Southmead Hospital the day before I had to stop to meet Kieron to handover the entry paperwork I guess I had a reasonable excuse for not making it to Combe on that day. This year Simon celebrates his 16th Birthday and did an excellent job of helping with results in control.

The first event used a simple 3/4 lap format before quickly changing to the full lap format which has served us very well over the years. So it was a brave decision by the organising team to change a proven formula. Having dropped the convoy runs last year it became clear this would buy us enough time to change to two single lap practice runs, and while we were making changes the ideal of moving the start line back to extend the length of the course also seemed to make a lot of sense.

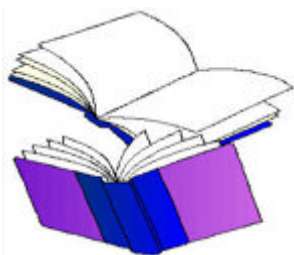
Whilst everyone thought it would all work, the only real way to test the theory was to run the event, and fortunately the end result exceeded everyone's expectations. From a competitors perspective I certainly noticed the extra speed that could be obtained going into Quarry and starting on Camp also added an additional challenge. The two practice runs meant less hanging around in the morning and I know many people liked having the opportunity to have two attempts to find optimal setup and settle in before the afternoon timed runs.

I think we were all encouraged by the feedback received, and it looks like the new format is here to stay. Well done to all involved.

Looking forward we have a guest speaker this month when Alan Freke comes to our club night. As those who saw Alan the last time he visited us know, he is a very entertaining speaker, and this time he will be talking about the Fry family with a particular emphasis on

their involvement in Motorsport – I am sure this will be a fascinating insight into local motorsport history. Our final competitive event of 2011 is the November Navigation Scatter which is being organized by Martin Baker and Chris Goodchild. We will then have our AGM, prize giving and buffet to finish off the year early in December.

Planning for next year is now well under way and we hope to publish our provisional calendar next month. It looks as though we will have another full calendar of events. With a few new events to look forward to, 2012 looks as though it is going to be an exciting time – watch out for more information next month and keep watching the club website for the latest news.



Online Books, Videos, CDs, DVDs

Visit the bookshop www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

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.

2011 BPMC Events Calendar

Recent updates shown bold/red make sure you update your Calendar or Diary!

Month	Date	Day	Event	Venue
Nov	14th	Mon	Talk by Alan Fraike	The Parkway, Stoke Gifford
Nov	17th	Thu	Karting	Avonmouth
Nov	25th	Fri	Navigation Exercise/Scatter	Latteridge
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event

Castle Combe Track Tuition & Test Day 2012

Our Combe track day has been conformed for Saturday August the 11th next year - we hope to have places on sale before Christmas - a great present ! More info next month

ESCURSIONI

By Martin Emsley

Read a most fascinating article in a magazine a while ago, it involved an early Mini 'barn find' and debated whether to leave it in the unusable state it is currently only for static display, or perhaps just overhaul the mechanicals and drive it, or to restore it totally; I was fascinated and can appreciate the various viewpoints. It is certainly 'interesting' but useless in its current state and cars were built to use, therefore restoration to usable is my favoured option, otherwise we would have



very few historic race cars on track! But should it be restored to as original, not a concours trailer queen, give it a second lease of life and use it. However it is an interesting historical snapshot 'as-is' too. Though having said that whilst we were in Normandy we examined a lot of seventy-year-old military vehicles. In many cases they are monuments, and people died in them. I was saddened by the condition of many of them, whilst not in favour of a full restoration something needs to be done to stabilise the deterioration and stop them simply rotting away in the next few years. They should be captured as a reference to a moment in time, and I am not convinced that should apply to said mini. A very interesting situation and obviously down to individual choice. What do you think?

Alison and I had a superb anniversary trip to Morton in Marsh; took the Eunox, we are convinced that The Snooty Fox in Tetbury is the centre of the universe for interesting things going by; on way up and return we had a coffee outside and saw all manner of interesting vehicles, a superb Healey, not sure which model but not convinced it was a '3000', a 911 with a roof rack, sacrilege! A man on loud 'Harley' followed by woman on equally butch trike! Alison and I saw a Micra with a roof rack the other day, we had a laugh and figured that if you put anything on it the car would collapse. We had a wonderful time away and most of the time the top was down, very pleasant.



Mal very kindly came on one of my adventures a while back, up to Birmingham to look at a Matiz for Pippa ready for her 17th in October. Unfortunately there were too many small things wrong with it so we returned empty handed. A week or two later we had booked to visit the theatre, in Chichester, to see Sweeney Todd starring Michael Ball, Pip had been looking on autotrader and found a car just off the M3. We

set out at lunch time, stopped off to view and drive the car. It was what she wanted and good so we bought it and parked it in a pub car park. Carried on to Chichester, had a lovely meal and the 'musical' was awesome, fabulous production. We picked up the Matiz on the way back and finally got to bed about two on the Sunday morning. It needs a good service and maybe a clutch, a few odd jobs but will hopefully prove to be as good a starter car as Charlie's is.

My article on the Ford Focus provoked a couple of interesting conversations about car with Dave Garnett & Dave Parsons, thank you gents, it seems that all 'Foci' are not the same, which is most interesting. Nevertheless having read about the latest model, which has mostly received rave reviews I fancy trying one now.

Why is it you never see a man driving a Nissan Figaro?



The Senna film evening well supported, is as great a film as the reviews said. I had the opportunity to view it again a fortnight later, it amazes me and I found it brought back a number of memories. It is most 'human' and well edited, I wonder how much Ayrton was a victim of Balestre and politics, also re-viewing makes me question Prost's role in both the Japan GP Championship deciding 'accidents'. The original DVD, which came out that day, was raffled and raised some money for Wiltshire Air Ambulance. Thanks all for generous contributions, congratulations to Tim who won it.

Apologies to Ian Hall, my hearing; his great grand-fathers name was Dimond, no idea where Barnham came from, sorry for that mistake.

New club pin badges are available from me - £2 in black nickel finish with white and red enamel, very smart and a future collectors item, see later in Backfire

News on the streets is that as I write most of it currently, I will be taking on Backfire editor role from beginning of 2012. My thanks to Cherry and Andy for their efforts, I hope I can continue with the same high standards. I think this may be an opportunity to make a few small changes to Backfire, so if you have any good ideas now is the time to get in touch with me please. I would also like to have more varied contributions in future, we all have a story to tell so let's share them about. Thank you in advance for your support.

What a craftsman; Pete Lyons has transported me to some wonderful places and to meet

some of my heroes too; stunning is the only way to describe 'Fast Lines', I love it, difficult though it is to put down the temptation, like a good bottle is to drink it in one go however it is so much richer and enjoyable in smaller sittings. Truly I have not enjoyed reading anything as much as this for quite a while, I suggest you may wish to get a copy of your own!

Off to the lake district next week, plan to visit the new Lakeland motor museum, this has moved the collection out of Holker Hall, where it was getting very cramped, and though interesting was not very well displayed. There was certainly a lot more that was not on display, though it was fascinating to spot something different at every visit.

Bad news for all, have found lots of good stuff on MX5 owners club forum to bore you with..... Safe motoring

NOTICE OF AGM - Monday 12th December 2011

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at the Parkway Tavern, 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 28th November 2010.

Following the AGM there will be a presentation to the 2011 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 this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2011. 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 12th.

Nominations for the Board of Directors

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

Regency Laundry Pegasus Sprint 2011

By Martin Emsley

Firstly I would like to thank our generous sponsor, Steve Dummett for his help and support at this the 21st running of the Pegasus Sprint. As always the climax of the sprinting season and a very friendly and popular event. After initial, big, concerns about entry numbers we were embarrassingly oversubscribed which though great from an organisers perspective left some competitors disappointed, the moral being get your entries in early next year.



The format was revised this year; we started planning the event earlier, did some exploratory work and decided that the idea was feasible, cannot recall who conceived it but it sure was a great idea. So to that end the start line was moved back around camp corner to grid box 30, this reduced wasted time getting cars to start and also gave competitors a longer 'lap'. Mixed with this Martin Baker modelled the event and concluded it was possible to run two single laps in practice instead of the single two laps previously. Now these changes had a large knock on effect to the risk / safety considerations, the marshal / manning and the running of the event. As Clerk I was extremely fortunate to have an organising team who were not only prepared to get stuck into their own tasks but also to help overcome the hurdles for the revised format. As a club we owe the organising team a large debt and thanks for all the effort and hours they put in -

Chris Thompson – Event secretary, did a stunning job and continued in a 'can do' manner even when faced with last minute problems, for keeping us on plan and trying to ensure all bases covered. Probably the most demanding and time-consuming role in the team.

Dave Bence – Taking on and managing the entry secretary task, getting all the niggles of competitor details sorted, and constantly smiling.

Andy Moss – Being a solid advisor during debates and offering not just sound ideas, but also being prepared to pitch in and take on extra tasks at moments notice.

Tim Murray – Our Control guru for many years Tim brought not just his experience but also his willingness to help with anything and additionally took on the equipment role which relieved the clerks of a task and worry. Ran event Control with Kathleen Bray, the event was in safe hands with these two and they did a fine job.

Nick Wood – Dropped in at the deep end not just as Clerk 2 in this new format but also took on the Chief Marshal role. With hindsight too much of a load which distracted from him

getting as involved as he needed to be in the planning / implementation phases. A lesson learnt and thanks to Simon Childs for volunteering to take the load on day as Assistant Chief Marshal. Nick's interaction and encouragement of people is a real bonus, not many of us can or are willing to do that. On the day cheerful and willing to get involved.

Martin Baker – Due to the new format and risks identified Martin was prepared to take a Clerk role in Control to spread the event running load and ensure we had sufficient cover. Without Martin's background work would have lacked confidence to try all new bits in one go, also dependable; his advice and experience paid dividends on the day

Mal Allen – Great input to discussions, start and logistics being probably the riskiest and most dangerous part of event, Mal in his safety officer role being able to consider and contribute to making it happen. Needless to say he led his team brilliantly on the day.

Donny Allen – Cheerfully stepping in to the Secretary role for the day of the event, dealing with all the pressures on the day and being a rose amongst a bunch of brambles (especially when they have not shaved).

My sincere thanks to all - with this team the event was in a very safe hands.

I would also like to thank you all who got involved on the day, in any role and made it such a successful event. Judging by the huge amount of positive feedback from the competitors I think it fair to say that the Regency Laundry Pegasus sprint 2011 was a massive success, heck I even had a driver tell me that mine was the best briefing he had ever attended, and he had been to a few! Of course the weather helped, it was a superbly sunny day but most of all the detailed planning paid off with everyone knowing his or her role and responsibilities. So much so that I was, jokingly I hope, told to go away and let them get on with running the event. To me that is the way it should be with my intervention only required in abnormal circumstances.

It was super to see our event sponsor at mid-day, unfortunately circumstances meant he was unable to compete or present the prizes but it was very nice that he was able to share just a bit of the event with us including opening the circuit after lunch. I thoroughly enjoyed the prize giving though there was an ongoing joke about the trophy boxes, well we even tried to award a class winner with a box and not the trophy, he almost accepted it! Someone asked me if I had slept the night before the event, they knew how I felt about the sprint, yes I slept soundly because we had done everything we could and that was it.

At the end of a very long day I was smiling as I recalled the day, I am immensely proud of what we in Bristol Pegasus achieved, to have led a brilliant team and been lucky in terms of weather and incidents. Of course there are a number of things to be discussed at the debrief, a few tweaks here and there, but overall a huge, huge success. Thank you.

ACE Tour - Great Western Air Ambulance Presentation

By Andy Moss



As many of you will know each year the club teams up with ACE or "All Classic Enthusiasts" for the ACE Classic Tour. This year the money raised by the event was donated to the Great Western Air Ambulance and it was a huge pleasure to be invited along by Tony Joiner to represent the Club at the cheque presentation at Filton Airfield. The amount raised this year was a superb £1200 - an excellent achievement.

Unlike the event itself which was somewhat wet this year, we were lucky enough to have a beautifully sunny morning for our visit to Filton. We were met for our host for the morning, Paul Weir who would explain the history of the Air Ambulance as well as explaining how the service works. Paul can take much of the credit for the Bristol area having an Air Ambulance. Having worked in the NHS he was nearing retirement and spotted that Bristol was perhaps the last major city to not have an Air Ambulance and felt he could do something to help rectify this.



We were told that with the huge costs involved in running a helicopter, all air ambulances struggle to raise enough money to break even during the early years of operation. Once the service has been running for a few years people can see the helicopter in action and the good work being done and funds start to come in. The Great Western Air Ambulance only survived those difficult

early years thanks to Bond Air Services who supplied the helicopter despite there being little or no income to pay the cost.

The costs involved in keeping the ambulance in the air are huge - around £1 Million per year - as well as the basic lease for the aircraft there is a meter that records and charges for every minute the rotors are spinning. Despite the huge costs involved no money is received from government and the service is funded entirely by public donations.

The ambulance operates 7 days a week and attends around 60 incidents per month. It is one of only four air ambulances in the UK that works to an advanced medical model with a senior specialist doctor and a paramedic trained to critical care standard on board for every mission. The aim is to carry the resources of an A&E department or intensive care unit direct to the scene of the incident. We were told all the doctors are volunteers and the service benefits from the highly skilled medics many of whom work at Southmead or Frenchay hospitals.

The current aircraft is a Bolkow 105 Dbs equipped with the most sophisticated medical equipment - we were told the aircraft was originally designed to attack tanks during the cold war ! We were lucky enough to be able to park our cars next to the helicopter for photos - I had taken my Marlin, which I have to say was out classed by the superb Armstrong Siddeley.

We had a good turn out of members on the event this year, and for many of us the highlight of the day is Tony's superb sense of humour during the presentations at the end of event gathering. Although the event is billed as a classic tour there is no formal requirement for your vehicle to be a certain age and any "interesting" vehicle is made very welcome. There are a lot of cars in the club who would fit into this category and if you have not entered in the past you really should give it ago next year. As well as raising money for next years chosen charity I guarantee you will have an excellent day out ! Well done to all the ACE team.



The Royal Air Force Motorsports Association at the 2011 BIRKETT 6-Hr Relay Race

by Brian Watson

As the racing season comes to the end for most motorsport clubs, the hidden gem of the season is still to run. At the end of October, the annual BIRKETT 6-hour relay race is held. The event is in its 61st year, and was the brainchild of the founding chairman of the 750 Motor Club, Holly Birkett. The format of the race has changed little and retains the key element; a race that any team can win.

It's a relay event, contested by teams of 4 to 6 cars, where the aim is to complete the most number of laps in the 6 hours. This year, a record 63 teams turned out for a cold but dry on the 29th October on the Historic Grand Prix circuit at Silverstone.

How can anyone win it? That's down to the handicappers who have the task of 'estimating' the distance that will be driven by the fastest team, once they have done this the remaining teams are allocated a number of "credit" laps that will be added to their final total of laps completed. These credit laps should theoretically ensure that the race is incredibly close, with the 63 teams completing a very similar number of laps; it makes for a very close race indeed. Should any car turn out to be too fast for the prevailing arithmetic, it would be limited to a certain number of laps.

The generous entry regulations ensure an eclectic mix of vehicles can be on track with everything from a 1960's Hillman Imp to current model BMW and Jaguars and all manner of cars between. This results in an incredible range of closing speeds throughout the race, which requires a level of awareness that many club racers are not used to as they generally race against cars that have similar pace and specification.



For the last 7 years the competitors from the RAF Motor Sports Association race challenge have got together and entered at least one team into the BIRKETT relay race, seeing it as a culmination of our racing season.

It fits in nicely with the aims of the RAFMSA Race Challenge where the regulations are deliberately written to encourage a wide variety of cars and the races are scored in a way that removes budget from the equation. That enables the race challenge to run with a very eclectic mix of car's over 5 rounds giving it's competitors a feel of what the BIRKETT can be like albeit on a very much smaller scale.

In this the 8th year of the RAF Motorsports involvement, we had decided to field a single team having managed 3 teams the year before, a significantly lower workload was called for! The team was selected based upon competitor consistency throughout the year; this was easy to determine as our race winners are based upon that very criteria, a criterion aimed at ensuring that it is driver who wins the race based upon their performance rather than their budget.

Running a 6-hour race is very different from a 15-20 min race that the clubman racer is used to. The aim is to complete the maximum number of laps you can, minimising changeovers and aiming for maximum reliability with racing cars that are normally used for 15-20 min races being asked to run for 50-60 minutes supported by a timing team to track progress and to ensure they don't run out of fuel; Simple!



Having raced for the RAF for 10 years I had competed in most of the BIRKETT events and having captained one winning team and helped run another previously, I decided this year to offer my services as team manager.

Unusually for the BIRKETT the forecast was for a dry race. This might have made life somewhat easier as it could reduce the number of factors involved in the planning but as always you never take it for granted! The format for the race is fairly straight forward, one car on the track, one in the pits on hot standby (driver in the seat strapped in and ready to go) and one behind that, one wet weather standby just in case.....

Your grid position is set before hand so qualifying is simply a matter of each car completing a 20 min session which for some would be their 1st look at the magnificent 3.6 mile Historic GP circuit; a rare treat indeed. 11.15 hrs soon approached and our 1st car was ready on the grid. The green flag lap took over 5 nerve wracking minutes to complete and the grid was set. The pit lane was full of people anticipating the start, the lights went out and the grid roared off.

Watching from the garage front, an object flying 30ft through the air attracted my attention, which turned out to be a flying wheel (with suspension attached) and was the precursor of a 9-car car pile up due to the worst-case scenario; a stalled car on the grid. As the dust settled, it became clear that the incident had included our starting car, and the standby car was quickly sent out where it was held to start from the pitlane and a full re-start was called. Fortunately, the only damage was to the car but effectively before we had started we were one team member down.

With the original plan being that Sqn Ldr Darren Berris would run the second stint, I decided that he would now start the race from the pit lane, anticipating that the field would be spread out enough for him to make use of his power and performance. Thus, as the last car passed the exit to the pits he was released in his V8 powered Westfield and set about carving his way through the traffic. Such was his pace through the traffic that at the end of the 45 minute stint, he had managed to get the team to 8th on track and 1st on handicap having started almost last!



He then handed over to Flt Lt Darren Howe in his VW Golf GTI. Darren had settled in nicely and started to get a steady but fast pace going when we got word that he had a fuel problem with the marshals reporting that fluid was leaking from his car. It wasn't long before confirmation came that Darren would have to come in, so after 40 minutes he pitted and the next car was released. Having checked Darren's car over it was evident that there was no leak and after checking with the marshals it was established that they had reported the wrong number!

Despite this premature change-over Cpl Chris Slator in his Peugeot 306, was able to set a strong pace and kept the team in the hunt and like Darren before him was holding a good pace compared to his handicap times.

Next up was Ian 'Billy' Fletcher an ex-Chief Tech Aircraft Technician in his self designed and built Fletcher Hornet Mk4. His experience was put to good use and he put in a strong performance during his run. It was about this time that the 1st of the position reports that come out every ½ hour from race control arrived; were showing as first on handicap. This buoyed the team somewhat as our spread of car types for this year meant that we hadn't been confident of doing that well.

As the race settled down the Team management were beginning to get the measure of the other teams and is where the team work and strategy would pay off. Despite a clear forecast we received intelligence that rain had started falling at the other end of the circuit. Our next runner was due to be Ed Fuller in his Tiger Supersix however, Ed was not set up for the wet and just as he got to the front of the pit garage to go on standby for his session the rain arrived! Having been given the weather tip-off we had already turned round Darren Howe's car and put it on a wet setup and we moved on to our wet weather strategy. Fortunately it didn't rain for long and as the track dried and the softer wet settings on the car meant Darren's Golf wasn't able to match his earlier pace, and another swap was in order. Why was that important? In a race where the winners can be separated by seconds changing the car on track takes minutes and can determine whether you win or lose.

Nerves were beginning to tell and with us swapping between 1st and 2nd place we decided that we needed a core of experience to set a good solid pace at that stage, thus it was decided that we would send Chris Slator back out who could cope with the now greasy rather than wet track, following him up with Billy Fletcher and finally use Ed's dry pace to bring us home. This proved to be a good strategy as over the last 1 ½ hours of the race Chris, and then Billy pushed to give Ed some breathing room in this his 1st ever BIRKETT. As it turned out, with about 35 minutes to go, Ed hit the track and after finding his feet, really started to put his foot down, delivering a very mature and confident performance hitting some excellent lap times. He coped well with a short Safety Car period and as it pulled back into the pits he was able to get straight back on the pace to bring the team home.

At the 5 ½ hour point the team were still in the lead, but it was close with at least 1 or 2 other teams snapping at our heels. It wasn't until about ½ hour after the race had finished that the final handicap results came out and we had won! After 6 hours of gruelling racing we were a mere 27.54 secs ahead of second, 31.92 ahead of third and 41.84 ahead of fourth, with 2 laps covering the 1st 10 home!

Needless to say, we were over the moon. A superb team effort had resulted in another win for the RAF when we had gone to the event with the aim of just being part of something so prestigious, to be first overall on handicap was simply amazing, particularly as we are the 1st club to win the event 3 times.

Members' Ads:

2 pairs of red Nomex racing overalls size 40" and 42".

Phone Chris Hartnell for further information 07793937358

1962 Abarth 850TC Nurburgring Restoration

by Mike Kason

As many of you may remember, we collected the car in Sorrento November 2010, a car that had been in a shed for some 30 years and our escapade bringing the car back was published in Backfire earlier this year. Once we had it back, the real hard work started.



Our first job was to strip the car back to the shell so that we could re-paint it in its original colour of Fiat White Corfu. Prior to painting the car we tried the OMP FIA 6 point roll cage in the car, guess what, it did not fit. It appeared the shell was twisted. Straight on the jig and the shell was pulled straight and guess what, the roll cage went straight in. It seems like the car had a frontal passenger side (LHD) impact many years ago and was not repaired very well.

We also had to weld in the Abarth racing re-inforcing plates to the front bodywork as fitted to Abarth race cars of the period. Remember, the car we bought was a stradale and we were converting it to a full period FIA Appendix K Corse spec.



So we are in January 2011 and the car is back with us in my garage and the hard work started. Parts were ordered from Tony Berni of Berni Motori in Italy and from Middle Barton Garage. The first thing we looked at was the engine that turned out to be a load of junk. The block had mains of +20 which was the maximum allowed and we needed to line bore it, the bores were quite bad and the waterways which had no water in them for the thirty years the car had been standing, were very badly corroded and in some cases completely clogged up. We had to make the hard decision to scrap the engine and do the upgrade we were going to do as stage two of the re-build.

Being as the car was being rebuilt to FIA Appendix K spec, we were very limited to what we could use. Original Abarth 850TC engines are very rare and very expensive. There was a homologation alternative, which are also getting very hard to get and getting quite rare now, and that was an Autobianchi A110 A1 engine, the A2 engines are not homologated. We found a short engine in Italy with permitted A2 crank, A2 rods and A1 pistons.



We decided to go with flat top pistons as they were safer than the high compression domed pistons as JB, who was going to drive the car, is new to motorsport. A new Ali head, special legal cam, and longer push rods for the taller head were installed. We found a very rare original Abarth supplied Webber 36DCD7 carb, and the exhaust system was made in the Ferrari F1 factory by the man who makes the exhausts for the current Ferrari F1 car.



When restoring a car like like this, you have to make some very expensive choices.



For instance, the front suspension upright hubs were original Abarth. To replace them with aftermarket Fiat 600 parts would have cost around £250, but to restore the originals with all the machining and sleeving required cost over £500 but they are original! All the suspension was sand blasted and coated and new Teflon sleeves were fitted. On the front we installed coil over shocks and had to modify the leaf spring to get front camber.

A leaf spring tensioner was fitted to stop the leaf spring twisting. We fitted a front anti roll bar and the girling disc brakes were rebuilt and new discs fitted.

On the rear we fitted new springs and shocks and rebuilt the original brakes. The biggest problem was fitting a new master cylinder with two reservoirs and the brake lines.



We wasted two days with this. We also fitted metal straps to the rear suspension arms. One of the problems with these cars was if you hit a curb hard with the rear suspension, the suspension arm could collapse under the car causing the car to flip over. These straps hold the arms in place to prevent this.



The rims we are new Cromodora copies from MBG and the tyres are series specified Dunlops.



We replaced all the steering with new components including the idler, the suspension arms and all the ends. One issue when doing this is to make sure all the arms are equal length, easy to get wrong.



When we came to refurbish the gearbox we hit another snag, 1st and 2nd gears and the synchro were US. This gave us a dilemma, do we repair as is or do the stage two parts now of upgrading the gears to a close ratio set.

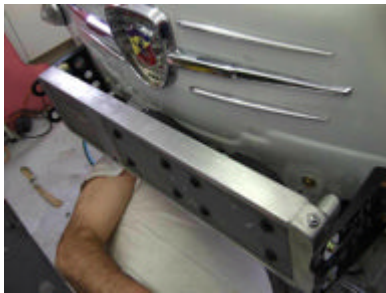


We felt it was a waste of time to do it twice so we took the decision of upgrading the gears to close ratio racing gears now. JP's at Silverstone did the deed. We added a new release bearing and racing single plate sintered bronze clutch.

By April 2011, the engine and box were fitted and the car had been totally re-wired. On the day we fired the car for the first time, there was great jubilation when it started. It was not as loud as we had thought but really nice!!!!



The radiator and oil cooler are mounted at the front with two small Spal electric fans and an electronic in line thermostat. All lines are Aeroquip including the fuel line.



The time came to book the MSA/ FIA inspection for our FIA HTP papers. The best compliment we got was from him when he said that he inspected many cars a year and ours was one of the best presented cars he had seen for a long time. After the inspection, there is a traumatic time when the FIA decide if the car complies with the homologation specs.



Well we got the feedback that we had installed adjustable front spring supports which was for a later spec, we could either register the car as a post '66 car or change the supports to non-adjustable ones. We decided to change then and they are now non-adjustable ones allowing us to register the car as a '62 car. We now have official FIA Appendix K HTP papers with the most important Hologram decal attached to the front dash.

The only problem with going through the process is the cost, we had little change out of £850 to do it. Last time we did it, it cost a little under £150. Well the FIA are involved now and want their cut!

One of the aims for the re-build was to keep the car road legal. As such we had to register the car with DVLA. Tim Speechly of Fiat GB gave us the official papers to register the car as a 1962 Abarth 850TC Nurburgring, but the DVLA are very difficult to deal with. They only tell you one thing at a time so when you arrive with what they ask for, they tell you about something else that you don't have. Well after 4 visits, they wanted to inspect the car at the DVLA office at Borhamwood office.



It was pouring cats and dogs and they decided they could read the chassis number but it was not clear enough for their needs. I had two options, re-book or find away of making it more visible. I was not going to come back yet again so I had to borrow some sand paper from a builder who was there and rub down the paint on the firewall that we had recently painted.



Well at least they passed the car and it now has period UK registration. We will have to re-paint the firewall again!



We are now ready to start testing the car and getting it and the driver ready for a full season next year. It will run in the HSCC Historic touring cars series and hopefully in 2013 we hope to enter the car for the Goodwood revival St Mary's cup.



Would we do it again, yes, and I am still married, just, but had to promise not to do another car this year. I have to thank Carlo and CC for the work they have done rebuilding the car. The car is currently at Middlesex Tuning having its final tune up and tomorrow the geo is being re-done. In November, we have booked to do the Goodwood test session and we have been booked to do the Motorsport day at Brooklands on October 15th.

The exciting times are now starting, we hope to do some of the club sprints next season with both my X19 and the Abarth.

GreenPower Challenge update

By Martin Baker

On a swelteringly hot tee-shirt-and -shorts October 2nd the GreenPower series arrived at Castle Combe for the South-West regional heat. Our sponsored car, Mangotsfield School's *MPH* was strongly fancied to do well, having just missed out on podium finishes in the last two rounds due to some unfortunate mechanical incidents. The team has been settled for much of the year with stalwarts Ben, David and Jordan joined now joined by Jordy's younger brother Tom and American-Australian import Max. Max's sister Jacqui acts as reserve driver and crucially takes a leading role in the pit-stops.

Grid positions for regional events tend to be based on how quickly a team responds to the tannoy call for the start! So, *MPH* lined up third in the paddock behind a debutante team from Eton College - so I have to wonder if I've looked down on a future Prime Minister. Makes a change from looking down on the present one, I suppose. (Oh! Oh! Little bit of

politics there, ladies and gentlemen!)

At the start *MPH* was left slightly behind by a couple of the faster starting teams, although as this was a four-hour race there was no immediate panic. Worst start award however went to Mangotsfield's "Torro Rosso" team, "Rodway Rockets" (also debuting) whose brakes seized on the line. Doubly embarrassing as we had lent them Max (perfectly legal) to give them a good first stint.

Some clever slipstreaming by David helped preserve the first set of batteries which were still giving good lap times after some eighty minutes use, and *MPH* was running well up the order throughout the afternoon. There was a small disruption to the plan when young Tom missed his pitboard calling him for a driver/battery change, but the extra lap he did had the upside of Max and Ben having to run less than 75 minutes on the last set of power. All the drama, however, was reserved for the last half-hour.

Running a strong fourth, *MPH* found itself promoted into a podium place when Chipping Sodbury's *BY-Pod* car suffered a terminal breakdown. Studying the lap times, we determined that Ben was bearing down on the second-placed *Khale* from West Haddon Village at a rate of knots, but surely needed another lap to catch it... With the chequered flag having dropped we waited for Ben to complete his final lap for a well-deserved third... only to see him trundling out of Bobbies in front of the rapidly failing *Khale* machine!

So a superb second place (behind *Rotary Racer*, also from Chipping Sodbury and winner by some miles) for Mangotsfield which got the loudest cheer at the prize giving. Agonizingly, *MPH's* official race distance was given as 99.9 miles, but more importantly their performance qualified them in fifth place for the grand final at Goodwood on October 16th.

That day was also bright and sunny, if a degree or two cooler. Fifth on the grid means a front-row slot, but as we knew that several of the cars around us had under-achieved so far this year, we were under no illusions that we would stay in that position. Indeed, all the in-team sweepstake money backed a marginal top ten finish. Pete "call me Ross" Goodman formulated a strategy which required running 90 minutes on the first batteries but with two driver changes, hopefully avoiding a lot of pit lane congestion. Jordan took the first half-hour (and it was pleasing to note that the chicane which caused him so much grief last year was no longer part of the circuit) before handing over to David.

This time it was David's turn to cock up the pit signal, claiming the low angle of the mid-afternoon sun impeded his vision. This meant that Tom only had a short stint in the car

before Max took over on fresh batteries. However, *MPH* had slipped out of the top twenty by this point.

A combination of steady progress, the natural attrition rate and avoiding somebody else's collision at Lavant brought the car up to ninth by the time Ben was starting the last few laps of the anchor leg. Then a small disaster as *Superformance*, which had stopped for a late battery change, swept past on the penultimate lap. So, that was it - 10th place (with *Rotary Racer* triumphant again), the fag-packet timers on the team calculating *MPH*'s race distance as a ridiculous 99.96 miles.

By chance, in the exotic surroundings of the Sutton Scotney Little Chef a couple of hours later, we dragged out the laptop to get the full story - and two more surprises. It turns out that *Superformance*'s mad dash served only to unlap itself, and *MPH* had in fact retained its ninth position. Not only that, but its official race distance was given as 101 miles, a fantastic achievement.

Ben, David, Jacqui, Tom, Max and Jordan (in car),
Goodwood 16/10/11



Ben gives Jordan a helping hand off the line as Lord
March waves the flag



Team MPH show off their 2nd place medals and
cup at Castle Combe



Ben Goodman lines up his next two overtakes,
Goodwood 16/10/11 (and yes he passed them both
before the next corner!)



BPMC Karting Endurance Challenge

The event will be held at Teamsport Bristol, Avonmouth Way, Avonmouth, Bristol, BS11 9YA. Full details of the track and directions can be found on their website www.team-sport.co.uk/bristol



Date: Thursday 17th November 2011

Time: 7.00p.m. start - 10.30p.m. finish

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

Teams: 5 drivers per team – 16 Teams in total

Cost: £175 per team = £35 per driver

This is your chance to be at the sharp end of your own Grand Prix Team, 25 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. The drivers briefing on the night will give the usual rules and regulations which will be supplemented by those below: -

1. Each driver **must** drive a minimum of 2 stints.
2. The Teamsport timing system will be the official clock.
3. Most driving penalties will be a 30 second stop/go penalty.
4. Serious driving offences will be a 1 min stop/go penalty.
5. Missing a driver change completely – **DISQUALIFICATION**

Please organise your team of 5 drivers and come up with a suitable team name. If you cannot raise a team of 5 but would still like to drive there will be a team to accommodate smaller numbers. Send all of your team details along with a cheque for £175 made payable to **Bristol Pegasus Motor Club** to: -



Ken Robson
201 Juniper Way
Bradley Stoke
Bristol
BS32 0DP
p. 07900 007747
e. kenrobson@btinternet.com

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

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB

BALANCE SHEET AS AT 31 OCTOBER 2011

	Note		2011		2010
<u>FIXED ASSETS</u>			£		£
Tangible Assets	1		8380		8380
<u>CURRENT ASSETS</u>					
Stock for resale			356		329
Prepayments and Accrued Income			255		475
Investment Account			6443		6434
Cash at Bank and in Hand			10530		9563
			17585		16801
<u>CREDITORS</u>					
Amounts falling due within one year -					
Sundry			48		774
Accruals and Deferred Income			985		623
			1033		1397
<u>NET CURRENT ASSETS</u>			16552		15404
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>			24932		23784
Represented by:					
<u>CAPITAL AND RESERVES</u>					
Balance brought forward			17004		18899
Revaluation Reserve			6780		6780
Net Surplus/(Deficit) for the year			1148		-1895
			24932		23784

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2011 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies. The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2011

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards. Income comprises the amount receivable by the company for subscriptions and entry fees etc. Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee. There is no share capital.

3 TAXATION

Based on results for the year:

Corporation Tax at 21%/20%

2011	2010
£	£

335	173
-----	-----

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

Detailed accounts will be available at the AGM on 12/12.

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



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

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

Club Night Directions: The Parkway

Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB

Directions from the M5:

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

Directions from the M4:

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.





Club Championship Positions as at October 31st

Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS	ORGANISED
34.90	Andy Moss	1	11	Yes
29.39	Chris Thompson	2	11	Yes
26.29	Alan Spencer	3	11	Yes
22.36	Martin Baker	4	6	Yes
21.38	Nick Wood	5	9	Yes
21.17	Tim Murray	6	7	Yes
17.90	Chris Goodchild	7	4	No
17.87	Mal Allen	8	5	Yes
14.00	Liz Moss	9	7	Yes
11.50	John Corfield	10	4	Yes
11.29	Donny Allen	11	4	Yes
11.25	Alan Dillamore	12	4	Yes
10.67	Trevor Hartland	13	2	No
10.61	Pete Goodman	14	2	No
10.58	Ralph Colmar	15	4	Yes
10.00	Martin Emsley	16	3	Yes
9.80	Cherry Robinson	17	5	Yes
9.58	CoralieThompson	18	3	Yes
8.50	Kevin Jones	19	2	No
8.00	Dave Bence	20	2	Yes
8.00	Dick Craddy	20	3	Yes
7.42	Mike McBraida	22	2	No
7.38	Martin Corfield	23	2	No
7.09	Andy Steel	24	2	Yes
7.00	Brian Davage	25	2	No
7.00	Lewis Bird	25	2	Yes
6.50	Martyn Davies	27	2	No
6.43	Merill Spooner	28	2	No
6.43	Tom Hartshorn	28	2	No
5.58	Richard Girling	30	1	No
5.50	Andrew Bisping	31	1	No
5.38	Toby Harris	32	1	No
5.09	Matthew Holley	33	1	No
5.00	John Puzey	34	1	No
5.00	Mark Brewer	34	1	No
4.83	Bob Bull	36	2	Yes

Bristol Pegasus Fantasy Formula One 2011

Results up to Indian GP

Prepared by Simon Moss

Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Score
Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	1016
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	1006
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	909
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	900
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	869
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	860
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	856
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	842
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	835
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	830
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	816
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	772
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	713
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	703
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	703
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	701
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	692
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	691
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	689
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	678
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	677
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	661
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	661
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	654
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	653
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	649
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	649
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	648
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	647
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	643
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	633

Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	633
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	626
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	625
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	624
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	624
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	622
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	612
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	611
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	611
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	607
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	600
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	597
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	572
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	567
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	548
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	488
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	481
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	475
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	466
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	445
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	432

2011 Formula 1 Race Dates

Round	Grand Prix	Date	10	German GP	24 July
1	Australian GP	27 March	11	Hungarian GP	31 July
2	Malaysian GP	10 April	12	Belgian GP	28 August
3	Chinese GP	17 April	13	Italian GP	11 September
4	Turkish GP	8 May	14	Singapore GP	25 September
5	Spanish GP	22 May	15	Japanese GP	9 October
6	Monaco GP	29 May	16	Korean GP	16 October
7	Canadian GP	12 June	17	Indian GP	30 October
8	European GP	26 June	18	Abu Dhabi GP	13 November
9	British GP	10 July	19	Brazilian GP	27 November

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Can all 2010 trophy winners please return them on Monday's Club Night to allow them to be engraved in time for this year's Prize Giving



Monday November 14th - Talk by Alan Freke

Alan's talk will be about the Fry family and their involvement in motorsport.

Please arrive at 8.15pm for a prompt start at 8.30pm.



Thursday November 17th BPMC Charity Karting Avonmouth **Spaces are still available for our annual charity karting event, more info inside**

Friday November 25th - Navigation Scatter

For the November scatter there will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits of navigation to keep more experienced crews entertained. There will also be a time-limited intermediate checkpoint where extra route instructions (and bonus points) can be collected which will offer added interest to novices and experts alike. The event will run on Friday 25th November with the start from the lay-by on the B4059 near Latteridge, grid ref ST172, 670/846 and will all be based on OS map 172. Signing on will be from 18:45 with the start at 19:30. The finish will be at the Swan Inn, Tytherington. Regulations and entry form will be published on the club website shortly. There is no entry fee but insurance will be required (details in the Regs). Contact Chris Goodchild for more details: goodchild69@gmail.com or 07875 388483.

Monday 12th December - AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2011 at The Parkway Tavern. The meeting will start at **8pm**. Partners welcome.



Left : Pegasus Sprint 2011

Club members Richie and Pete Devall at the Pegasus Sprint in their new Peugeot 106 in its first competitive event

Photo : Andy Moss