

# Backfire

November 2012



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

**Cover : Ian Hall FTD Sunlight Textile Services Pegasus Sprint 2012**

Month	Date	Day	Event	Venue
Nov	12th	Mon	Club Night	BAWA, Southmead Road
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Nov	29th	Thurs	Club outing	Jaguar, Castle Bromwich
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

## **Deadline for Next Backfire: 28th November 2012**

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

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

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



**Waiting to run - Sunlight Textile Services Pegasus Sprint 2012 at Castle Combe. Pictures courtesy of MAK Photographic Bristol.**

**There will be a full report, results and photos from the Sunlight Textile Services Pegasus Sprint 2012 in December Backfire**



## Editorial

### Martin Emsley

Well just a couple of days to go before The Sunlight Textile Services Pegasus Sprint 2012 something that has occupied some of us involved in the organisation for quite a while. As is our 'British' way as I look out of the window my biggest concern is the weather. Accepting we are running a fortnight later this year, it is the sheer unpredictability lately that is of concern. So why is that my main worry, well simply because once again there is a wonderful team involved doing their utmost to ensure the success of their area of responsibility. Then on the day we will be assisted by ample enthusiastic and skilled marshals all making it possible for us to run the best sprint in the South West! This 22nd running will be Nick Wood's first event as Clerk of Course, we know he will do a superb job and wish him well. Of course by the time you read this it will be history and another page written in the successful annals of BPMS history. I look forward to seeing you at Castle Combe.

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## ***Bristol Pegasus NEEDS YOU!***

**The successful running of club events requires Marshals and Organisers**

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [No experience required](#)



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

# Important Information Club Night Venue Update

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

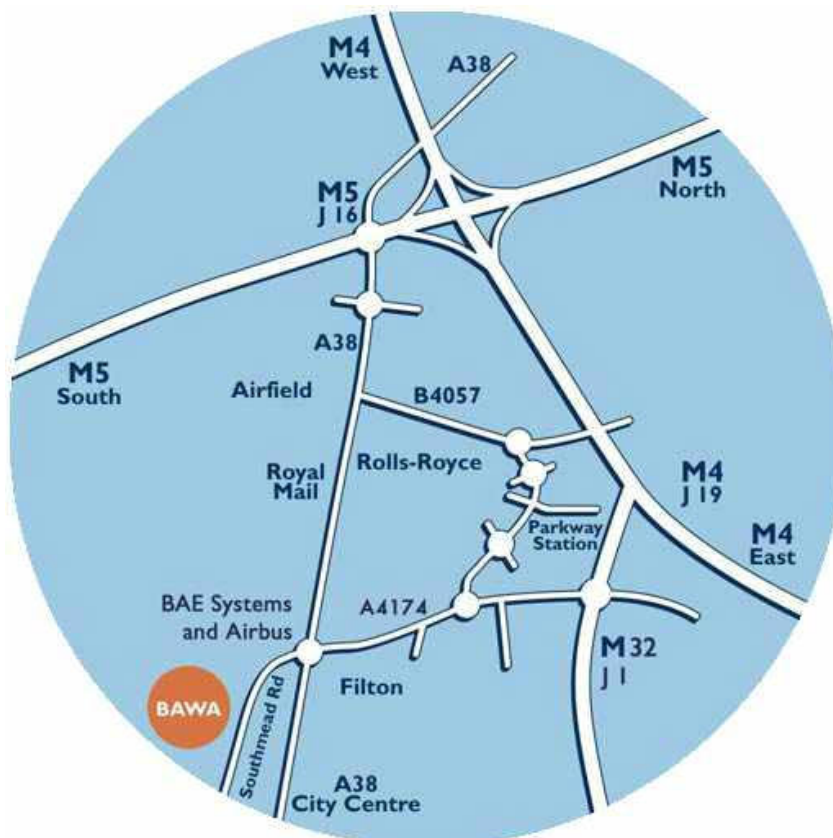


We will meet from 8.30pm in Room 7 which has excellent views of the sports field as well as parking visible from within the room

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer meetings we will be able to open the doors to our room and have direct access into the car park

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

As many members will know we will be returning to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



## Forthcoming Events

### BPMC Club Night - Monday 12th November

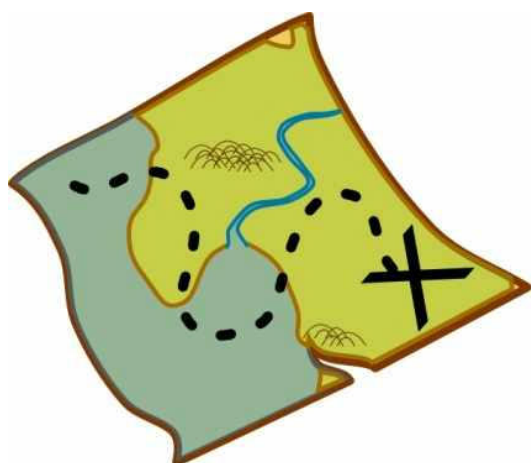
#### Guest Speaker - Mike Nicholson



Perhaps best and most recently known as the Motor Sport Manager for Vauxhall Motors Mike started his motor sport career in the late 1950s as a navigator on local rallies in Derbyshire. Around ten years later he entered the Welsh Rally as a co-driver, this being his first International event. Moving on to be a co-driver for British Leyland, Opel and Vauxhall he sat with many well known drivers including Russell Brookes, Tony Pond, Jimmy McRae, Pentti Airikkala and Derek Bell before taking up his 'desk job'.

For 20 years, until his retirement in 2009, Mike had responsibility for Vauxhall's involvement in the British Touring Car Championship, British Rally Championship, Formula Vauxhall, Vauxhall Vectra V6 Challenge (TOCA support races) and Network Q sponsorship of the RAC Rally. His life brought him in contact with numerous well know drivers such as John Cleland and Jason Plato who he employed. Likewise he liased with team managers of other manufacturers such as Dr. Wolfgang Ullrich of Audi now better known for the continuing and spectacular Le Mans victories. Oh, and not forgetting Bernie Ecclestone about whom you will hear more if you are able to come along.

Mike is an excellent speaker who delivers his stories in a humorous clear style. We are extremely fortunate that Mike has agreed to come along and talk to us. This is an evening absolutely not to be missed.



### BPMC Navigation Exercise

Friday 23rd November 2012

Please see Club website for latest details;

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

## Jaguar Visit - Thursday 29th November



For those of you that have booked a place please arrive promptly at 1245 for the tour to begin at 1300. The visit will last approx. 2 hours and comfortable shoes are advised. Enter Gate 1 on the Chester Road/A452 and turn right to the Visitor Centre.

Address and postcode: Jaguar Cars, Chester Road, Castle Vale, Birmingham B35 7RA - From the M6 travelling from the South, exit at Junction 5 and take the A452 signed Brownhills.

## 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](http://www.team-sport.co.uk/bristol)

**Date:** Thursday 15th 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: -

Each driver **must** drive a minimum of 2 stints.

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

Please organise your team of 5 drivers and come up with a suitable team name. If you can not 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 Bristol Pegasus Motor Club.**



## NOTICE OF AGM - Monday 10th December 2012



The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2012 at the BAWA, 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 26th November 2010.

Following the AGM there will be a presentation to the 2012 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 at the latest, preferably before then.

***Included in this edition of Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2012. We are required by law to submit these documents to Companies 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 10th.***

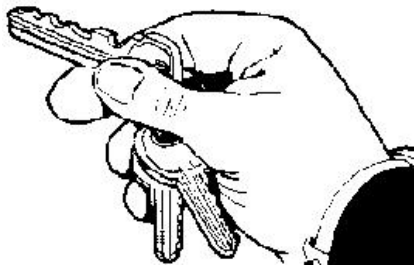
### Nominations for the Board of Directors

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

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

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



## Chairman's Chat

### Andy Moss

I am writing this month's Chairman's chat just after the Pegasus Sprint, and while there will be full reports on all the on track activity next month, I would like to start my column this month by paying tribute to the marshals who endured a very cold day at Castle Combe. Those I spoke to at lunchtime looked freezing but all had smiles on their faces.

It continues to impress me the support the club gets from our members and friends to help make this event happen. We have 13 on track posts, most of which have three marshals on so need around 40 volunteers just to man those. Then we have a start line crew of four, another four people looking after the paddock/pit lane exit and four people looking after results, signing on and secretarial. Up in the tower we have one on radio control and another keeping a log of all that goes on during the day, as well as a couple of others helping out the control and clerking team. Add in the two clerks, a chief marshal and two club stewards and we have around 60 volunteers – an amazing effort.

Of course the number of people needed to run the event does not end there. We have a rescue unit and ambulance crew, a very senior doctor with lots of motorsport medical experience, a MSA licensed car scrutineering team, a licensed time keeper. There is a crew from the circuit along with heavy equipment needed to repair any damage and finally an independent steward appointed by the MSA. Of course we should also not forget the team in the Tavern who kept all the above fed at lunchtime as well as turning out meals for competitors and spectators. We can't be far away from having as many running the event as taking part in it !

A big thank you from the club and the competitors to all involved.

Looking forward we should have our first draft calendar for 2013 prepared in times for next month's Backfire. If you have any suggestions for anything you would like to see the club get involved in next year please drop me an e-mail - it is not too late to add events to the calendar and we are keen to provide a varied calendar of events that appeal to our members.



Photos kindly provided by Tony Booth



## Escursioni Martin Emsley

Been a busy time through September into October, naturally travelling Route 66 was a big thing in the course of which Alison and I celebrated our silver wedding anniversary! we had a splendid time; experienced loads, saw lots of interesting things but most of all met some wonderful people. Was hoping to bring you the first instalment in this edition however things have rather overtaken us with the addition to the family of a Border Terrier pup and problems with the Zafira. Mark Hartnell very kindly sorted that one out, it must have been a bit trying for him as one thing led to another but he is a good mechanic and got there in the end. It has been transformed so maybe had the problem since we got it, I understand there was a recall and was surprised ours did not get modified as in a previous life was a Motorbility car coming under main dealer care. I do recall reading though that if a recall is not safety related then it may not be exactly communicated about! Anyone else able to shed light on these things? The problem; oil rings gummed in piston allowing oil into combustion chamber, burning oil, though not enough to fail emissions test or create blue smoke, carbon coating piston crowns and exhaust valves would not have helped efficiency. We found it, eventually, due to misfire and identified oil deposits on one particular plug. Initially we thought it valve stem seals or guides, but not so, now all together so fingers crossed. Thinking about it maybe the oil in mixture was affecting combustion, then giving a 'false' reading to Lambda sensor which in turn was adjusting injection and thus mixture, weakening it I would have thought. No wonder it feels good now if the plugs are not being hindered by any oil and the fuel air ratio is as it should be.

Off in a couple of weeks time with Rob Gilmour on another road trip in the MX5, this time to The Lake District. Usual rules apply; no motorways and we are going to find some great / classic driving roads. Route is planned, accommodation booked still have to check car and then fit everything in, warm clothes and waterproofs in addition to the walking boots may be a good idea. Then that may be it for a month or two, there are a couple of jobs to do over the winter but the major ones at Redland Bodyshop will have to wait until the cash flow improves.

I am planning to bring you a slightly different yarn in the December edition of Backfire and with that in mind may I thank those who have submitted articles so far this year and make a request for more please so we can maintain the varied and interesting contents of our Backfire.

Finally thanks to Steve Dummett for so generously sponsoring The Sunlight Textile Services Pegasus Sprint this year; his support enables us to do a great deal. I spoke to him recently and he is hoping to be out competing again next year, let us hope that is possible. Thanks Steve and good luck.



## October Club Night - Bloodhound SSC Talk

### Andy Moss

If you ever get the chance to take a close up look at Thrust 2 in Coventry Motor Museum you will find our motor club badge still sits proudly on the steering wheel of what was the fastest car in the world. We also took a keen interest in Thrust SSC with some of our Rolls-Royce based members helping to get the company involved in that record attempt. As a club with its roots in the Bristol Aerospace industry, it was no great surprise that we have also been taking a keen interest in Richard Noble's latest land speed record attempt.

We were therefore very fortunate to have a visit in October from Bloodhound SSC design engineer Mark Elvin, who came to the club to tell us about this exciting project to build a 1000mph land speed record breaking car powered by both Jet and Rocket. Mark will be well known to many club members as he had been an enthusiastic competitor in Sprint and Autotests, as well as marshalling on our events when not competing.



As many of you will know Mark started life working in the aerospace industry, before moving to Formula 1 with Williams. Around 18 months ago he was offered the chance to work on the Bloodhound project, and took the chance to be part of the small team designing this amazing machine. Mark told us he has not regretted taking up the chance to work on Bloodhound, although perhaps it's one of the few jobs where success is likely to put you out of a job!

The team are based in Bristol at an engineering centre near the SS Great Britain. The engineers are largely from a Formula 1 or Aerospace background – some club members will also know chief engineer Mark Chapman from his time at Rolls-Royce in Bristol. Mark explained that the ex-Formula 1 designers come up with lots of innovative ideas, but sometimes need a reality check from the more cautious aerospace engineers.

As you can imagine, designing a 1000mph car with such a small team means they are all very busy – for a while it looked as though our talk would clash with rocket testing, and it was not until a couple of days before the club night that everything got confirmed. We did think about putting the talk off until later in the year, but could only see Mark's schedule getting busier as it gets nearer to the car running. Although the rocket testing caused us issues arranging the talk, the fact it had happened the previous week meant we got to see the very latest film from the test session.

So what did we find out about Bloodhound SSC ? The team principal is of course former

Land Speed Record holder, Richard Noble who himself held the record in Thrust 2. Richard recruited RAF Tornado pilot Andy Green to drive the first supersonic land speed record car Thrust SSC, which took the current record with a speed of 763mph back in 1997. Andy Green will again be driving Bloodhound. The project started in 2007 when Noble and Green met with the Ministry of Defence. They discussed the shortage of engineers, and agreed the way forward was to generate a new iconic project to inspire the school population. It was agreed that the MOD would lend some current Rolls-Royce EJ200 Euro fighter engines, and that in return Richard would create a land speed record project that it was hoped would inspire today's school children to become the engineers of tomorrow.



During the talk we learnt a lot of detail around the design of the car itself – I was left with the impression Bloodhound is being designed and built using cutting edge aerospace technology. Quite different to previous cars which were very much built using more traditional race car space frame designs.

The car's aerodynamics design made extensive use of CFD computer modelling software – this is commonly used in the aerospace industry, but much work had to be done to allow for the effect of the ground, which of course does not affect an aircraft in the same way as a car. Mark explained that computer techniques had also been used to work out the basic shape of many of the mechanical components – the computer software being able to work out the stressed areas and remove material where it was not required. Whilst this technique had proved a good starting point to get the basic shapes of many of the mechanical structures, the structure still needed to be something practical that could be manufactured. In the case of the "fuselage" by the time extra material had been added to fix the skins to it would have been heavier than using a more conventional aircraft fuselage design.

As well as the challenge of building a 1000mph car, one of the biggest issues was finding a suitable venue to run it. The Black Rock desert in the US where Thrust SSC ran was not suitable as the surface was now too damaged. Following a search throughout the world the Hakskeenpan in the Northern Cape of South Africa was selected.

A team of 300 previously unemployed people were funded by the Northern Cape government to clear 10 million square metres of desert race track. So far 6,000 tonnes of stones have been cleared from the 500m wide, 20km long stretch of desert – a remarkable achievement in itself.

After the formal presentation we had a question and answer session. During this some excellent questions were asked. Among these were questions about how easy it would be to turn the car around, both in terms of physically turning it and the turn around time for

the car. The record demands the time to be the average speed with the car running in both directions, and the return run has to be made within 1 hour – this in itself will be a challenge.

Mark also told us about ways in which we could get involved. This included joining the Bloodhound SSC club or even getting your name listed on the tail fin of the car in return for a £10 donation to the project. There are regular open day sessions for supporters club members at the Bristol Engineering center - If you are interested visit the bloodhound website at [www.bloodhoundssc.com](http://www.bloodhoundssc.com).

I am sure many members will take a keen interest in the Bloodhound Supersonic Car – hopefully we might be able to get Mark to come back and give us a further update in the future.



## **BRM 50th Anniversary**

**Tim Murray**

On Sunday 7th October the little town of Bourne in Lincolnshire closed its main streets and allowed a tremendous selection of historic racing cars to blast up and down all day. The town had been the home of Raymond Mays, who had created ERA racing cars before World War 2, and then BRM in the post-war years, and the day was organised to celebrate the 50th anniversary of BRM's 1962 World Championship win with Graham Hill. This was a repeat of a similar very successful day held in 1999 to mark the centenary of the birth of Raymond Mays and the 50th anniversary of the debut of the first BRM.

Ralph and I set off from Bristol at 5 am and, after a diversion occasioned by roadworks south of Stamford, arrived on the outskirts of Bourne at around 8-30. Everything was very well organised, with the local bus company laying on a regular series of Park & Ride buses to take us from our car park on Raymond Mays Way into the centre. After a bit of breakfast we took a look at the goodies on offer in the main paddock.

There were around twenty BRMs, including examples of virtually every racing model except the fearsome but notoriously unreliable H16s from the mid-'60s, and the CanAm cars. The Rover BRM gas turbine car from the 1965 Le Mans race was there but unfortunately wasn't a runner – it would have been great to see that thing whooshing along. Only one ERA turned out, sadly, this being R1B, the ex-Seaman car.

Two of the legendary (for possibly the wrong reasons) V16 BRMs were there, and both were driven up the course. The noise and smell was incredible, and they passed so close that their exhaust gases smote you quite hard as they went by.

In a separate paddock there was a grand collection representing BRM's opposition in the years around 1962, with a couple of Lotus 25s (of course) and a whole host of others

including some rare items such as the Derrington-Francis (née ATS), Scirocco and BRP. A couple of times during the day these all took to the streets en masse (along with the appropriate BRMs) and the sight and sound was magnificent. There was also a parade of period transporters, including the famous Owen Racing Organisation Leyland Royal Tiger which was in truly immaculate condition, and a parade of period classic cars.

The Hill family were guests of honour. Damon was a busy man, driving several of his dad's BRMs, including 'Old Faithful' (chassis 578/1) which had been especially shipped over from the Collier Collection in the States. His sisters Brigitte and Samantha and mum Bette were also there and were driven along the course in a splendid Rolls-Royce Silver Ghost. Also present was Sir Jackie Stewart who not only drove the BRM he raced back in 1965 but also his 1973 championship-winning Tyrrell, with which he performed a series of wheel-spinning burnouts. Other well-known BRM drivers taking part were Howden Ganley and Richard Attwood.

On a lovely sunny day (I never thought I'd still be having to apply sun cream in October) Ralph and I settled on a good vantage point and enjoyed the sight of all these glorious racing cars blasting up and down. At one stage one of the policemen on duty produced a speed gun, and for a while we were worried that he might be serious in its use, but it seemed that he was just satisfying his idle curiosity. The attendance was estimated at 25,000. I don't know how accurate that was, but there were certainly an awful lot of people there.

The residents of Bourne had really thrown themselves behind this event. The local churches and other organisations were selling tea, home-made cakes and other goodies to raise money for charity. During the day we wandered along to look at the old ERA/BRM works (now a bus depot and an auction room) and also the magnificent house that had been the Mays family residence. It was heartwarming to go to a town so obviously proud of its motor racing heritage. It's a shame there aren't more places like it.

For more details of the day take a look at Ralph's blog:

<http://www.psychoontyres.co.uk/pride-in-bourne-brm-day/>

and his film of the event on Youtube (including some wonderful sounds):

<http://www.youtube.com/watch?v=ORkAq-FiUI4&feature=youtu.be>







Pictures courtesy of Ralph Colmar



## Season Update

Paul Bird

Combe Race yesterday (Aug 27th bank holiday) and what a start in qualifying. Dreadful conditions with wind, rain, standing water all on worn dry tyres (still haven't got any wets). My cautious approach still resulted in aquaplaning, locked brakes and un-commanded slides that saw me down in the weeds in 21st on the grid of 34 starters.

The weather had threatened all day and did rain at times between qualify and the race, but stopped for long enough for the Combe Saloons to have a fully dry race. Just off the start line the 450bhp+ White Leon Turbo of Dave Challenger was pushed off on to the grass by a red MG ZR and covered my beautifully polished car in mud and grass, half obliterating the windscreen. With no washer bottle system on board that's the way it stayed. The following 3/4s of a lap were filled with taps, locked wheels, smoke and mayhem. Mercifully, I managed to avoid any damage and settled down in to the race proper.

I picked off one or two cars per lap for the first 10 laps or so and had to tackle AKs MG ZR who closed the door at Folly pushing me on to the grass at well over 110mph. That really wasn't cricket as I had the legs on her and getting on to the wet soft grass can all too easily result in an upside down car. In the races where we have encountered each other, she always falls off when I pressurise her which she did some time later. I haven't yet need to overtake under braking or other demon race manoeuvre! I also took both Paul Gardner and "friend" who were squabbling between themselves picking up two places in one go on the exit of Quarry. The remainder of the race was mostly defending against Paul Gardner having to contend with the added problem of no front end grip. This was particularly evident at Quarry and Camp. Didn't have too many problems with the chicanes and Tower could be attacked by tucking in still under brakes which encouraged the tail to slide. This enabled me to hit the apex and produce a better exit line that I couldn't achieve elsewhere.

Combe is always slippery after rain and others reported a mix of poor grip or good grip depending on who they were. I seemed to have a *reasonable* amount of tread left despite having done several races, so I am a little unsure as to the reason why I had so little. The funny thing was after the race, a fellow competitor's pit crew attributed my grip less lines as a result of expertly placing my car in a defensive position. I just nodded in sagely agreement not letting on that it was all that I could to get through the corner. I also had problems in coming down the box from 5th to 4th in not getting the gear. This is a **big** problem due to the approach speed that the gear selection implies and very little run off if things go Pete Tong! Anyway, came through in 11th place, a ten place gain despite two battles with Ann and Paul(?) and a fastest race time of 1m 21.674s wasn't too bad considering!

I couldn't get the blasted video camera to work from the remote cable, but I have

downloaded the previous video on to You Tube. In the Classic 50 (and other races), I have been experimenting with gear selection to see if a different gear produces an advantage. And if my line looks a little tight, don't forget that someone may be up my chuff! Nice to see Dick Craddy as an MSA official! "You're not going to cause me any problems" he asked, I do try!



**Greenpower**  
INSPIRING ENGINEERS

## **GreenPower Update**

### **Martin Baker**

The South-West regional heat of the 2012 GreenPower Challenge visited Castle Combe on September 30th. In contrast to last year's balmy Indian Summer day, conditions were dull and a little blustery, not ideal for racing. Having again bagged a front-row grid slot, BPMC-sponsored *MPH* battled away all afternoon against such adversities as a low-speed pit lane collision (just a rebuke from the marshal) and inserting a used set of batteries when a new one was scheduled. This had less impact than it might have done as such was the effect on battery life the used set would have had to go in anyway at some point. *MPH* finally crossed the line in 5th place having covered 52 laps/96.2 miles in the four hours, which sadly was not enough to improve their starting position for the grand final at Goodwood a fortnight later. The event was won by Chipping Sodbury's *Rotary Racer* - again.

And so to sunny Sussex... This was the first time I had done this as a day trip, largely because I had a commitment west of the Tamar on the Saturday with a truly wondrous beast known as a steam railmotor. I had arranged to collect at Chieveley services Andrew, one of the lads who works with us at Didcot Railway Centre and who is also a mate of Ben Goodman's. I greeted him with the words "I hope you appreciate that 14 hours ago I was still in Cornwall!" No M5 slog for Martin though, First Great Western had delivered me home the previous night - thanks Tim Murray for letting me park in your jungle!

The only early problem that team *MPH* had that day was the late arrival of the car in its transit van, but scrutineering and practice was a breeze. They had qualified 12th overall, which meant the third row of the grid. The race was not to be started by Lord March this year, but by a big noise from the championship's major sponsor, Siemens. So, after a brief display by a 2-seater Spitfire, the flag dropped at precisely one o'clock. As is customary, lead driver Tom was given a hearty shove off the line by big brother Jordon, whereupon exactly nothing happened... *MPH* coasted to an inglorious stop a few yards up the track whilst the rest of the 75-strong field trundled by. Eventually the car was recovered to the paddock, somewhere I suggested to Andrew that we might avoid for a while...

In fact it took almost an hour of head-scratching, screwdriving, spannering and volt-metering to diagnose and correct what (of course) turned out to be a very simple electrical fault. Once this was put right the decision was taken to re-join the race 75th and last (and some 14 laps behind the leaders) with a determination not to finish in that position. The upside was that the battery sets now only had to last for three hours between them whereas everybody else had to stretch theirs to four. The expectation was that *MPH* would make up places in the final part of the race.

And so it proved. Sterling efforts by Tom, Isaac, Jordon and Zac brought the team up to 59th when Ben took over the anchor leg with new batteries at 4:15. However, everybody up to 51st was on the same lap, and a combination of skill and other people's woes (as is customary) soon had *MPH* challenging for a top-forty position. We were all elated when the final results showed 39th place, although disappointment followed a few days later when the official version demoted the team to 45th due to a mis-counted first lap. At the top end of the field, *Rotary Racer* won yet again, overhauling Sandbach's *Dougal* (both *Brian* and *Zebedee* being rested) in the last few hundred yards.

As for Team *MPH*, they were left to rue what might have been - their 34 laps when extrapolated might have given them another top-ten finish - and return to Mangotsfield School to build next year's car. We wish them well.



"Jordon makes his final pit-stop, Castle Combe, 30/09/12"

"Jordon prepares to push Tom off the line, Goodwood, 14/10/12"



"... but he didn't get much further than this!"



"Ben Goodman makes a determined charge in the final laps."



# THE BRISTOL AEROPLANE COMPANY MOTOR CLUB

## BALANCE SHEET AS AT 31 OCTOBER 2012

	Note		2011		2010
<u>FIXED ASSETS</u>			£		£
Tangible Assets	1		8380		8380
<u>CURRENT ASSETS</u>					
Stock for resale			344		356
Prepayments and Accrued Income			506		255
Investment Account			6449		6443
Cash at Bank and in Hand			15217		10530
			<b>22517</b>		<b>17585</b>
<u>CREDITORS</u>					
Amounts falling due within one year -					
Sundry			0		48
Accruals and Deferred Income			2730		1252
			<b>2730</b>		<b>1300</b>
<u>NET CURRENT ASSETS</u>			<b>19787</b>		<b>16285</b>
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>			<b>28167</b>		<b>24665</b>
Represented by:					
<u>CAPITAL AND RESERVES</u>					
Balance brought forward			17885		17004
Revaluation Reserve			6780		6780
Net Surplus/(Deficit) for the year			3502		881
			<b>28167</b>		<b>24665</b>

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

For the year ending 31st October 2012 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.

**Martin Baker Director**  
**2nd November 2012**

## NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2012

### 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

	2012	2011
	£	£
Based on results for the year:		
Corporation Tax at 21%/20%	732	335

### 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 10/12.***

Dear BPMC,

I've acquired a Merlyn Historic FF 1600 (Mk 20) to campaign in the HSCC series next year . I'm a complete novice ( middle aged doctor) and I'm looking for perhaps a retired old hand who would be willing to impart some knowledge over a period of time and give me a hand from time to time in preparation etc. I'm very happy to pay for these services and I wondered if you knew of anyone in the Bristol Area it may suit from time to time ? (I live about 5 minutes from Cribbs Causeway)

I know there are plenty of preparation specialists around but I'm keen to learn and do as much as I can myself and build up the knowledge and equipment over time. Clearly going to a prep specialist with this request is not in their interests.

Regards, Tim (07904 185671)





# 2012 Club Championship

## Positions as at July 31st

### Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED
22.17	Andy Moss	1	6	Yes
19.17	Chris Thompson	2	7	Yes
11.50	Alan Dillamore	3	4	No
11.00	Alan Spencer	4	5	Yes
11.00	Liz Moss	4	4	Yes
9.50	Ralph Colmar	6	5	No
8.25	Chris Goodchild	7	2	No
8.17	Martin Baker	8	2	No
7.50	Tim Murray	9	3	Yes
5.00	Bob Bull	10	3	Yes
4.75	Tom Arnold	11	1	No
4.33	Ian Parr	12	1	No
4.00	Colin Ladd	13	1	No
4.00	Nick Wood	13	2	Yes
3.50	Martin Watts	15	1	No
3.50	Martyn Davies	15	1	No
3.00	Andrew Bisping	17	1	No
3.00	Cherry Robinson	17	2	Yes
3.00	CoralieThompson	17	1	No
3.00	Dick Craddy	17	1	No
3.00	Duncan Pittaway	17	1	Yes
3.00	Mal Allen	17	1	Yes
3.00	Martin Emsley	17	1	yes
2.67	Grahame Harden	24	1	No
2.00	Alison Bisping	25	1	Yes
2.00	Carlie Hart	25	1	Yes
2.00	Donny Allen	25	1	Yes
2.00	Ian Hall	25	1	Yes
2.00	Pete Hart	25	1	Yes
2.00	Simon Child	25	1	No
1.83	Nick Cook	31	1	No
1.00	Andy Baverstock	32	1	No
1.00	Elen Worthington	32	1	No
1.00	Neil Davies	32	1	No

It's tight at the top of the championship, who will be the 2012 Champion?  
Join us at the BPMC AGM to find out.



# Bristol Pegasus Fantasy Formula One 2012

**Results Up to India**  
**Prepared by Andy Moss**

It is still very close at the top of our fantasy F1 contest.

Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	478
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	470
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	451
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	449
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	436
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	432
Tim Murray	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Belgian	430
Dick Craddy	Raikkonen	Rosberg	Mclaren	Williams	Sauber	Australian	429
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	424
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	Mclaren	German	414
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	411
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	406
David Garnett	Raikkonen	Resta	Mclaren	Sauber	Sauber	British	405
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	402
Martin Emsley	Glock	Vettel	Ferrari	Hrt	Mclaren	Malaysian	400
Simon Child	Raikkonen	Resta	Lotus	Rosso	Lotus	Abudhabi	391
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	Mclaren	German	391
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	386
Martin Baker	Grosjean	Maldonado	Lotus	Mclaren	Rosso	British	385
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	382
Richard Ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	373
Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	370
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	364
Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	360
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	359
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	358
Martyn Davies	Hamilton	Hulkenberg	Mclaren	Rosso	Rosso	Australian	356
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	355
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	352
Mark Niblett	Resta	Rosberg	Caterham	Mclaren	Mclaren	Monaco	347
Claire Meaddows	Button	Schumacher	India	Lotus	Sauber	Monaco	341
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	340
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	331

Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	330
Jenny Hall	Hamilton	Resta	Mclaren	Rosso	Hrt	Canadian	324
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	321
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	310
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	304
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	300
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	296
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	288
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	272
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	259



## ***Bristol Pegasus NEEDS YOU!***

**The successful running of club events  
requires Marshals and Organisers**

- **Get involved**
- **Be close to the action**
- **Meet Other Club Members**
- **No experience required**



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

# The 'Ultimate' TOP 10 Green Driving Tips (for Sprints)

Correct tyre pressures - Under inflated tyres increase the rolling resistance between the vehicle's tyres and the road, so pump your tyres up as hard as they will go and you will go faster along the straights, let the corners take care of themselves.

Fully maintained vehicle - Problems with partially blocked filters and emissions control systems under performing prevent your engine from functioning properly, throw away your air filter and 'Cat' let your engine breathe & roar.

Removing roof box rails - External fixings increase aerodynamic drag so take off all door mirrors and roll cages from open cars.

Think about how you keep cool - The Fonz was cool (apparently). If you get hot simply remove clothes (on second thoughts.....) or buy an open car.

Removing unnecessary weight - This really affects performance, go on a crash diet, drive naked (well no), empty your wallet, remove the paint from the car.

Reducing stop start driving - Accelerate smoothly and lift off earlier, no need for all this mad ass driving at a sprint, take it easy, enjoy the scenery let the calming forces flow through you.

Excess idling - Switching off your engine will reduce fuel consumption, push your car to the line then start up only when green light shows, accelerate gently away, switch off the engine and coast around the corners, switch off as soon as you cross the line and push car to paddock (see keeping cool)

Avoid hard acceleration - Under high loads and high speeds the engine operates less efficiently, No need to rush away at green light just trickle away. By keeping the speed down there will be no need to brake for bends or accelerate out.

Avoid short journeys - Cold engines lead to higher emissions and use more fuel, ask the Clerk if you can do your convoy, practice and timed runs continuously in one go.

Use high quality fuels - High quality fuels can improve combustion in the engine, if you find some at a reasonable price please let us know



## Remember When?

A vintage poster for the Goodwood Motor Racing event. The top features the word "GOODWOOD" in large, bold, red capital letters. Below it, in smaller red text, is "Near Chichester, Sussex". A large, stylized, handwritten-style script reads "Motor Racing at its Best!". Below this, in bold red capital letters, is "EASTER MONDAY", followed by "April 23rd" in a smaller, plain font. The main event is advertised as "INTERNATIONAL '100'" in large red letters, with "FOR GRAND PRIX CARS" below it. Further down, it says "AND FOUR SUPPORTING EVENTS" and "FIRST RACE 1.30 p.m.". A line of smaller text reads "See 'The Daily Telegraph' for driving programmes starting from...". The bottom half of the poster features a black and white illustration of a red open-wheel race car with the number "1" on its side, driving on a track. In the bottom left corner, a red box contains the price "10/-". To the right of this, the text "Admission: General Admission and Full Adults from" is written in small letters, followed by "BRITISH AUTOMOBILE RACING CLUB" in large, bold, white capital letters. At the very bottom, in small white text, is "25 Park Lane, London, W. 1.".

**GOODWOOD**  
Near Chichester, Sussex

*Motor Racing at its Best!*

**EASTER MONDAY**  
April 23rd

**INTERNATIONAL "100"**  
**FOR GRAND PRIX CARS**  
AND FOUR SUPPORTING EVENTS  
FIRST RACE 1.30 p.m.  
See "The Daily Telegraph" for driving programmes starting from...

**10/-**

Admission: General Admission and Full Adults from  
**BRITISH AUTOMOBILE RACING CLUB**  
25 Park Lane, London, W. 1.

## Market Place - For Sale

### BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish.

These are a must for club members and available for £2.00 each from Martin Emsley.



### BPMC polo or sweatshirts

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

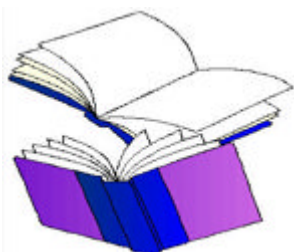
alanspencer@orange.net 01179 712587

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



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

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



Online Books, Videos, CDs, DVDs

**Visit the bookshop**

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

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

# Dates for your diary - Full details inside

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

Guest speaker Mike Nicholson - a not-to-be-missed opportunity to hear a great speaker.

## **BPMC Navigation Exercise - Friday 23rd November 2012**

See Club website for further details - [www.bristolpegasus.com](http://www.bristolpegasus.com)

## **BPMC Jaguar Factory Visit - Thursday 29th November**

Come along for a day out and see the latest Jaguars being built

## **BPMC Club Night - Monday 10th December**

Club AGM - Support your Club, have your say, celebrate the trophy winners and enjoy the buffet and a shandy



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

