

Backfire

Bristol Pegasus Motor Club Magazine



November 2013

**2013 Pegasus Sprint at Castle Combe - Club Member Mike McBraida
enjoys the wet weather - Photo : Steve Kilvington - sbkmotorsport.com**

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Backfire

Acting Chairman's Chat

By Andy Moss

The highlight of October was without doubt the Pegasus Sprint.

Due to changes by the MSA to the circuit track licence we could not run the same format as in the past. It was therefore very fortunate we had already developed an

alternative format back in 2010 when we ran the one off Wessex Combe event with the MG Car Club. Whilst this event proved successful at the time, lack of available dates at Combe meant we did not run it again. The "new" format still provides a full lap of the circuit, gives competitors two practice and two timed runs and allows a good number of entries, which helps us keep the entry fee as low as we possibly can.

The event went well despite a heavy downpour at the end of the day and the organising team can be very proud of their achievements. The day was very enjoyable and we have received lots of positive feedback from the competitors. It was pleasing to have a full entry but a shame that we had to turn around 25 entries away.



It continues to impress me the support the club gets to make this event happen. Chris Thompson prepared a list of all those involved in the organisation of the sprint which was sent out with the results and published on the club website – this included the names of over 75 people – an amazing effort. A big thank you from the club and the competitors to all involved.

Looking forward, the club has a very busy November. First we are all looking forward to a visit from Graham Bunter of Mendip Raceway who is going to talk to us about Stock Car Racing – this should be an entertaining evening, and we expect a good turnout. Thanks to Nick Wood, who continues to do a superb job of organising our social calendar. This is followed by our annual Karting event at the raceway at Avonmouth, and again we owe thanks to Ken Robson for his efforts in organising this. Even if you have not entered, you're welcome to come down to watch and have a chat. This is one of our main charity fund-raising activities and always a lot of fun - if you still want to enter contact Ken.



Finally in November we have a club trip to the Classic Car Show at the NEC. Once again we have a full minibus for what promises to be a very entertaining day.

The show is certainly huge and has a wide variety of motoring attractions. Add in some good company and a stop for a nice meal on the way home and I am sure it is going to be another memorable club trip.

Looking forward to next year we should have our first draft calendar for 2014 prepared in time 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. Keep watching the club website for the latest news.

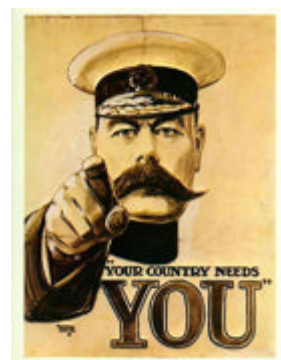
Finally a mention for the AGM, full details of which can be found later in Backfire. We have some opportunities for people to join the club committee this year and have a number of ways in which people can get involved. Those of us already on the committee have a lot of fun running the club and it is a great way to meet other members and really get to the heart of what the club does.

We have a number of vacancies - some that come to mind are a press and publicity officer, a charity co-ordinator, an equipment officer and an assistant competition secretary. But there really are opportunities to get involved in any aspect of running the club that takes your interest - start by joining as a committee member with no specific role. Plenty of help is available - whether you are an experienced competitor, marshal, organiser or someone new to the club, you would be very welcome to come along and get involved.

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](#)



Editorial

Welcome to the November edition of Backfire, this month's activities included two trips to Castle Combe, the first for the Autumn Classic where there was some fabulous classic and vintage racing topped off with a demonstration of Nick Mason's Maserati 250F.

The following week it was back to Castle Combe for marshalling duties for the Pegasus Sprint. As you can see from the front cover the heavens opened up mid way through the second runs. After much sweeping of rainwater amazingly the event got underway again and finished under glorious sunshine.

Congratulations to Keith Murray who set FTD in his scintillating Audi 80 Quattro, and a big thanks to everyone who came along to make the Pegasus Sprint a memorable event.

I'd also like to take this opportunity to thank: Steve Kilvington for his photographs of the event which appear in this issue, to Andy Moss for his articles on the Edinbrugh Trial and Pegasus Sprint and Ben Goodman on Team MPH's trials and tribulations at Goodwood.

I have two amusing two articles from Dave Cooper and Chris Varey for forth coming issues of Backfire, if you have some memorable motoring experiences you would like to share please do not hesitate to drop me a line, no previous writing experience is required and I know your fellow BPMC members really appreciate your stories.

This month I shall be; looking forward to hearing Graham Bunter's talk about stock car racing and the marvellous Mendip Raceway at BAWA - 8pm on November 11th; on the 14th I'll be tempted to have a go at the Karting Challenge at Teamsport; the following day I look forward to joining the club trip to the Classic Motor Show at the NEC on the 15th.

Wishing you a safe month's motoring,

Ralph Colmar

e-mail: backfire@bristolpegasus.com



Deadline for Next Backfire: 23rd November 2013

As always, we are looking for contributions for Backfire

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

Pit Lane Exit News

BPMC Events & Meetings

November 11th Graham Bunter Mendip Raceway

Graham Bunter from Mendip Raceway will be our guest speaker on Monday November 11th at BIWA at 8:30pm. Please get your drinks at the bar before hand for a prompt start.

November 14th 2013 Karting Endurance Challenge

2013 Karting Endurance Challenge will be held at Teamsport Bristol, Avonmouth Way, Avonmouth, Bristol, BS11 9YA on Thursday 14th November 2013 from 7pm to 10:30p.m. Full details of the track and directions can be found on their website

www.team-sport.co.uk/bristol

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

December 9th Annual General Meeting

Our annual general meeting takes place on Monday 9th December 2013 at BIWA at 8:00 pm as well as our annual trophy presentation ceremony new members of the Board of Directors and committee will be sort and amendments to our articles of association can be discussed.

There will be a free buffet please make sure you attend and that your voice is heard. Directors proposal forms and our annual accounts are published in this months issue of Backfire.

Club Night - Guest Speaker

Monday November 11th

Graham Bunter

Graham will be talking to us about stock car racing and Mendip Raceway.



Mendip Raceway opened in 1969 and is in its fortieth season of racing in the Mendip Hills.

It promotes stock car and banger racing primarily, with a number of guest and domestic formulae making up each exciting programme.

The tarmac track and unique up and down hill section makes for fast and thrilling racing, and the pits can cater for up to 100 cars per meeting, spread over up to four different formulae.



With high spectator banking, the viewing is tremendous, with all parts of the track visible at all times, and guests can enjoy a picnic on the banks, or sample the good food and drink on offer at the catering outlets during the afternoon.



NOTICE OF AGM - Monday 9th December 2013

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 9th December 2013 at BAWA Leisure Centre, Southmead Road, 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, no later than 25th November 2013.

Following the AGM there will be a presentation to the 2013 Award winners. 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 middle of November.**

Included with Backfire is a copy of the Club's statutory accounts for the year ended 31st October 2013. These accounts will be submitted to Company's House and we 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 9th

2014 Club Committee - Your chance to get involved

We are now coming towards the end of the year, a time when new opportunities beckon.

Elections for elevation to the Club Committee will take place in December, so this is your chance to make your bid to obtain one of these coveted positions. While the present incumbents are all desperate to retain their places of privilege, there is a very good chance that a few young and enthusiastic members could usurp them while they're still parking their zimmer frames.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities. You will be made very welcome by the current committee members who are a friendly and enthusiastic bunch. Those who are currently on the committee have a lot of laughs and find it a very rewarding activity.

Do not miss this opportunity to get involved. Just sign on the dotted line below

Nominations for the Board of Directors

If you are interested in joining the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Secunder	Name	Signature

Going for a Spin at the 2013 Pegasus Castle Combe Sprint



Photos : Steve Kilvington - more at sbkmotorsport.com

2013 Clubmans Championship as at 31/10/2013
(excl. BMC Nav Scatter results)
Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	22.81	5	Yes
2	Ralph Colmar	12.00	5	Yes
3	Nick Wood	11.26	5	Yes
4	Liz Moss	9.92	2	Yes
5	Keith Firks	9.33	2	Yes
6	Adrian Jones	8.61	2	No
7	Mal Allen	8.33	2	Yes
8	Andrew Firks	7.67	2	Yes
9	Tim Murray	7.00	2	Yes
10	Tom Arnold	5.75	2	No
11	Chris Goodchild	5.38	1	No
12	Richard Girling	5.29	1	No
13	Alan Dillamore	4.92	2	Yes
14	Cherry Robinson	4.78	2	Yes
15	Pete Devall	4.64	1	No
16	Trevor Hartland	4.57	1	No
17	Brian Davage	4.50	2	No
18	Alan Spencer	4.46	3	Yes
19	Donny Allen	4.33	1	Yes
19	Duncan Pittaway	4.33	1	Yes
19	Ian Parr	4.33	1	No
22	Richard Reynolds	4.13	1	Yes
22	Sharon Reynolds	4.13	1	No
24	Bob Bull	4.00	1	Yes
25	Daniel Friel	3.50	1	No
25	Kevin Jones	3.50	1	No
25	Stephen Dummett	3.50	1	Yes
28	Chris Thompson	3.22	1	Yes
29	Ken Robson	3.00	2	No
29	Martin Watts	3.00	1	No
29	Pete Hart	3.00	1	Yes
32	Arthur Haskins	2.88	1	No
33	Matthew Johnson	2.67	1	No

33	Richard Hearnden	2.67	1	No
33	Robert Bellerby	2.67	1	No
33	Roger Brunt	2.67	1	No
37	Pete Goodman	2.43	1	No
38	Linda Dillamore	2.25	1	No
38	Simon Dodwell	2.25	1	No
40	Andy Wood	2.11	1	No
41	Danny Castleton	2.00	1	No
41	Ian Hall	2.00	2	Yes
41	Mark Astin	2.00	1	Yes
44	Brian Mulcare	1.91	1	No
45	Neil Davies	1.83	1	No
46	Mike McBraida	1.71	1	No
47	Jonathan Harber	1.38	1	No
48	Deborah Hearnden	1.00	1	No
48	Ian Perrett	1.00	1	No
48	Jenny Hall	1.00	1	No
48	Joe Robson	1.00	1	No
48	John Marshall	1.00	1	No
48	John Mearns	1.00	1	No
48	Martyn Davies	1.00	1	No
48	Wendy Perrett	1.00	1	No

For Sale



Hi you are looking at our pride and joy, a 1997 Golf Mk IV 2.0 8v Gti with 106k on the clock , which Dad and I have spent just over a year preparing for track day use.

It has been put on a massive diet removing all standard interior, it has a hand made ally dash with centre clocks and switch/push button start.

The engine is completely standard apart from decat full stainless exhaust and a stainless air intake pipe (roar pipe) with a KnN panel filter. Comes with 1 month tax and 7 months mot and 2 sets of wheels

We have won our class in 2 club events (Production car trial and Auto Gymkhana) and taken part in a track day (Castle Combe), the car never skipped a beat. We are reluctantly selling as we have bought a project Mk1 Escort.

Any questions please call keef on 07500436058 or andy on 07808506042

Viewing recommended, £1500ono. Cheers, Andy

2013 Marshals Championship as at 31/10/2013
(excl. BMC Nav Scatter results)
Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
13	Tim Murray	1	5
10	Chris Thompson	2	3
10	Nick Wood	2	3
9	Alan Spencer	4	3
9	Mal Allen	4	4
8	Donny Allen	6	4
8	Liz Moss	6	4
7	Ralph Colmar	8	3
6	Andy Moss	9	2
6	Dick Craddy	9	2
5	Ian Hall	11	2
4	Alan Dillamore	12	2
4	Bob Hart	12	1
4	Cherry Robinson	12	2
4	Coralie Thompson	12	2
4	Mark Benstock	12	2
3	Bob Bull	17	1
3	Dave Bence	17	1
3	Martin Baker	17	1
2	Andrew Firks	20	1
2	Ann Mitchell	20	1
2	Carlie Hart	20	1
2	David Garnett	20	1
2	Jenny Hall	20	1
2	Keith Firks	20	1
2	Keith Yeandel	20	1
2	Mark Astin	20	1
2	Martyn Mitchell	20	1
2	Mike Bell	20	1
2	Pete Hart	20	1
2	Pete Stowe	20	1
2	Simon Child	20	1
2	Tony Castle-Miller	20	1

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

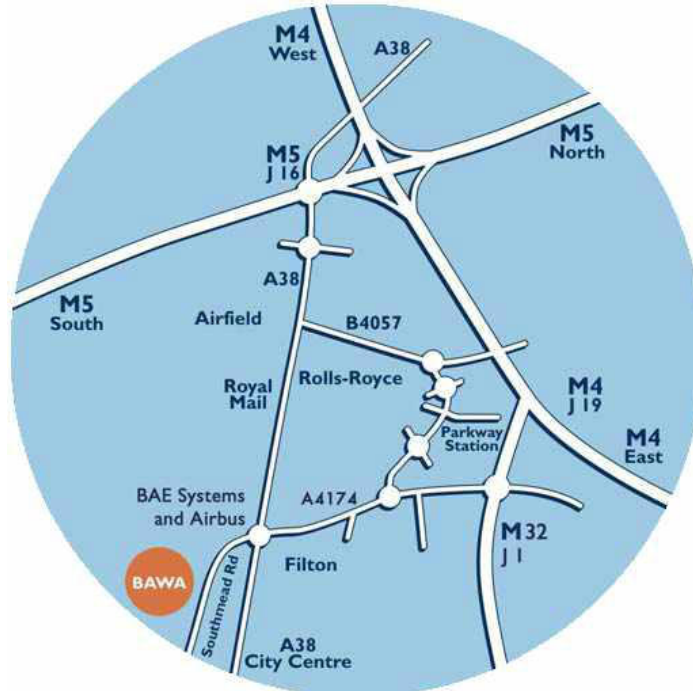
589 Southmead Road, Filton, Bristol, BS34 7RG



We meet from 8.30pm (8pm for AGM) in **Room 4** 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 are able to open the doors to our room and have direct access into the car park

As many members will know we recently returned 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.



Note : The Next BPMC meeting at BAWA is on Monday 11th November at 8:30pm.

The 2013 Pegasus Sprint

Saturday 19th October

By Andy Moss

The new format for the event meant that we had a little more setting up to do the night before the event. As well as dividing up the pit lane into four lanes for outgoing cars a return lane was marked out to take the cars coming off of the circuit back to the paddock via the far side of the pit lane and back under the Avon bridge. The paddock was also laid out with class numbers. Both the marshals and competitors signing was setup. At the same time the time keeper laid his cabling and we setup the results printer to relay times from control in the top of the tower to the secretarial team. The trophies were also collected and taken to the circuit.

Come the morning of the event it was still dark at Combe when the organising team and competitors started to arrive. This part of the day is always very busy with competitors and marshals signing on. Once signed on the competitors head off to scrutineering, while the marshals collect their tabbards and radios before attending a briefing. While this is going on equipment is being distributed to the marshals posts. The marshals grab a cup of tea and head towards their posts at the same time as the competitors gather for a briefing

from the Clerk of Course. If all goes to plan by the time this is complete the marshals are on post and have completed a radio check.

The MSA steward, club stewards and Clerk of Course then perform a lap of the course to check everything is in place and that all the marshals posts are suitably equipped and manned. The paddock marshals call the first batches of cars, the timekeeper does a

final check of his equipment, and we are ready to go. The first car at Combe can run from 9am, and having completed all the pre-event activities we were ready to release the first car at exactly this time!

Having competed last year, I had a different view of the event this year, I took on the job of recording the times on the computer as well as generally helping the secretarial team. This means I am next to the time keeper in control at the top level of the tower. As the times come off the clocks the time keeper records them on his official record and I enter them on the laptop. At the end of each batch the times are printed downstairs and written up on the results boards. We also had it setup to publish the times on the internet so people can get them real time on their smart phones – the wonders of modern technology.



Cars were now being launched off the line very efficiently by the startline crew. The cars are lined up using a "stick" which is faster than the alignment lights we use on some events. This is important at the Pegasus as we have a limited time to get the fourth car off the line before the first car in the batch completes the full circuit. As a competitor when



the light goes "green" on the start it means the startline chief has pressed a button to say the car is aligned and the startline crew are clear, and the timekeeper has pressed another to say the clock is set and ready to go. Both are watching the situation on the circuit to ensure no red flags are shown and that other cars on the circuit are well clear of the pit lane exit as you start. If at any point an issue occurs the car on the start is held.

From my position in the tower it is clear what an excellent job both the time keeper and the startline crews are doing. The timekeeper in particular has a busy time and needs to remain very calm. Tony Parker who has timed the Pegasus for many years has an assistant this year, being joined by Neil Samuel, a Swansea motor club member. Both are impressive on the clocks all day, as well as being real enthusiasts and a pleasure to work with. My favourite moment was Tony spotting some large birds on the infield and explaining how sometimes they can fly through the beam and stop the clock. Right on cue one flies through the beam – Tony spots it and fortunately his clocks have a resume function which means he can tell the clock to ignore the bird breaking the beam and still get the competitors time – this happens again a couple of times but the time keepers are on the ball and the competitor still gets the correct time.



Fairly early on it is clear that the circuit is very cold and slippery. Cars seem to be having real problems with Camp Corner in particular. Clerk of Course Bob Hart is quick to pick up on this and gets the marshals to check for any oil on the track. Despite the circuit being checked over before the event it seems the damp conditions had caused some old oil to come to the surface and the marshals get to work with cement and brushes, this helps the situation but things

remain a little slippery until the track dries out later in the morning. Photographer Steve Kilvington managed to get some brilliant photos of those spinning which are included in Backfire and on his website. Only one car made it as far as the barriers and unfortunately it made light contact, but even this car managed to continue. From our position in control we spent a lot of time willing cars to recover, and most importantly praying they did not make contact with the timing gear I am sure one or two got a time by breaking the beam with the back of their car first.

With all this excitement we were not surprised that first practice ended a little later than we would have liked, but even at this pace we looked fine to get through the days runs. At the end of the session Keith Murray in the Quattro was fastest by nearly 5 seconds with a 90.21, in front of Geoff Blake with a 94.29 in the Westfield, just in front of our own Richard Girling in the Nissan GTR with a 95.57. The only other person to beat the 100 second barrier was another Pegasus Member, Brian Davage in the Mini with a 99.14 an excellent performance.

By the start of second practice the track was starting to dry out and times were considerably faster. The Quattro knocked 9 seconds off his time, and most cars were between 5 and 15 seconds faster than in first practice. This time round a third of people were below the 100 seconds. With everything running smoothly 2nd practice was completed at 12.50, perfect timing for the Marshals to have lunch at the planned 1pm. The queue of Marshals in the Castle Combe Tavern showed just how many people were helping run the event (I wish I had taken a photo !). Having warned the Tavern of the numbers, and with the help of the competitors who let them get to the front of the queue we were very impressed how quickly they were all fed.

The first timed run started bang on 2pm, and things were now really going very smoothly with a little sunshine helping the times to tumble. A few were making sub 90 second times, and Pegasus member Adrian Jones had managed an impressive 88.26 in the Subaru Impreza. We were looking forward to the battle between the Audi, Westfield and Nissan for FTD. First up was Richard Girling in the Nissan GTR. He did not disappoint with an impressive 79.39 – nearly 8 seconds quicker than fastest time in the timed runs and almost 2 seconds faster than Keith Murray's best practice. Could Keith better that ? We knew from past events he would give it a good go ! Before we got to find out we were in for a surprise from another Pegasus Member. Kevin Jones had improved massively between first and second practice, but his first timed run was even better, an impressive 75.49 in the Noble to take the lead.



From my privileged position next to the time keeper we watched the clock as Keith set off. As he appeared from the far side of the circuit it was clear he was quick. Round Camp, across the finish line and an amazing time of 74.56 – fastest by a second, almost 5 seconds quicker than the Nissan and 7 seconds better than his own practice time, brilliant! The only remaining contender was Woolbridge member Geoff Blake in the Westfield. He managed a very credible 76.90 to win his class but not quick enough to overtake the Audi. With the first timed run completed by 3.20 we were now down to one hour twenty minutes for a run. If we kept going at this pace we would be finished by 4.40. The second session started well and the A1 and A2 classes were still doing quicker times - a 4.30pm finish looked possible. We had been watching a rather ominous looking black cloud on the horizon, but as Class A3 started to run we were beginning to believe it would pass us by. Then a few light spots of rain on the windows , got a bit louder and before we knew it

we were in the middle of quite a storm. From our vantage point we saw the umbrellas go up over the drivers of the Caterham and Sylva kit cars in Class B2. It became clear the amount of water falling so quickly was making the track pretty dangerous and the clerking team acted quickly to stop proceedings. Marshals were stood down and the kit cars left the pit lane to return to the shelter of the paddock. I was impressed by the startline crew who stayed out longest – Mal Allen later reported he was testing his new wet weather gear and it had passed with flying colours – hardy lot these trials drivers.

Slowly the rain started to ease. But already many competitors were packing up, having made the decision that whatever time they recorded was going to be slower than their first run. I was in signing on when the TVR co-ordinator informed us they had decided not to run en-masse – “We have had a good day, we are not going to go faster, it is the last event of the season and no one wants to damage their car” – you could not argue with their logic. As the rain eased the clerking team called a drivers meeting and explained we were happy to restart. A convoy run was arranged with the agreement of the MSA steward so drivers who wanted to go back out could get a feel for the conditions. This also helped to clear some of the standing water, finishing the job the marshals had already made a good attempt at with their brooms.

Having completed the convoy the meeting restarted at 4.55 – a delay of around an hour. Nine cars presented themselves at the start for their second runs, With the track drying a little their times were reasonable, and I am told some of the returning drivers had big smiles from “getting it sideways”, but by 5.06pm the pit lane was empty and no one else wanted to play. A shame as it looked like we could have completed the runs despite the rain, but perhaps a relief for the marshals who were a little damp, even if the excellent marshals shelters at Combe had saved them from a soaking.



Results were published and once the allotted time for protests had elapsed we retired to the Strawford centre for the prize giving. The general feeling seemed to be that people had a very enjoyable day despite the storm, and the organising team were certainly pleased with how smoothly things had gone. Once again we had excellent support from both the TR and TVR championships who as usual had their own

well supported classes. In addition we also had an excellent turnout from both the MGCC and the Downton Engineering Minis. The event was also a ACSMC round and we were pleased with the support from this championship as well. Our own club members had made up a good percentage of the entry, which is always pleasing and we also had good support from our friends in Bristol Motor Club.

Once everyone had left there was still a fair amount of packing up to be done, before a few of us retired to the Compass Inn for a well earned beer. Thanks to all those who helped organise and all the competitors who made the first running of the Pegasus sprint using the new format a very enjoyable experience.

Club Members at the Pegasus Sprint



Pete Devall in the Peugeot 106



Daniel Friel in the 100HP Fiat Panda



Rare Lotus 6 of John Marshal



Cherry Robinson in the Mazda MX5



Brian Davage in the 1380 Rover Cooper



Pete Goodman in his new BMW



Kevin Jones won the Filton Cup in the Noble



Adrian Jones in the Impreza

Photos : Steve Kilvington - more at sbkmotorsport.com

Club Members at the Pegasus Sprint



Jon Harbor in very nice Renault Clio



Brian and Robin Mulcare shared the MGB



Tom Arnold scored a class win in the Spire



Trevor Hartland was 2nd in Class



Richard Girling during the rain



Mike McBride in the EVO VI



Woolbridge members Geoff & Graham Blake



A good turn out from the TR Championship

Photos : Steve Kilvington - more at sbkmotorsport.com

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 Alan Spencer.



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

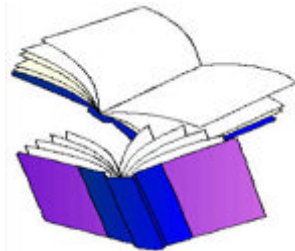
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes: White, grey, light blue, royal blue and black - S, M, L and XL.

For Bristol Pegasus Motor Club **car & windscreen stickers** contact Alan Spencer.

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

All commission to Wiltshire Air Ambulance

Bristol Pegasus Fantasy Formula One 2013

Results Up to Indian GP - Prepared by Andy Moss

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker Race	Total
Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	608
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	604
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	561
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	559
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	527
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	526
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	526
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	522
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	517
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	512
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	501
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	488
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	481
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	478
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	473
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	456
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	455
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	448
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	424
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	423
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	422
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	422
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	420
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	418
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	409
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	378
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	363
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	351
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	342
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	342
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	336
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	334
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	332
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	327
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	263
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	242
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	235
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	220
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	174
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	170

Pegasus Speed Championship 2013

<i>Position</i>	<i>Name of Competitor</i>	<i>Total Points</i>	<i>No of Events Entered</i>
1	Martyn Davies	21.58	6
2	Trevor Hartland	20.90	4
3	Martin Watts	17.67	6
4	Roger Brunt	16.81	4
5	Toby Harris	14.46	3
6	Lisa Selby	13.36	3
7	David Garnet	11.92	6

2013 Calendar

For latest news visit www.bristolpegasus.com

Date	Event	Time	Club	Venue
Monday 11th November	Club Night	8.30pm	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th November	NEC Classic Show Club Trip		BPMC	
Sunday 24th November	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	

2014 Major Event Dates

Llandow Sprint - Saturday 10th May 2014

ACE Classic Tour - Sunday 1st June 2014

Pegasus Sprint Castle Combe - Saturday 18th October 2014



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National and Regional Championship News

Congratulations are due to a number of Bristol Pegasus Members who have been competing in regional and national championships in 2013.



ASWMC Sprint Championship

Left : Ian Parr in the Sylva Photo: Scott Boulton

Congratulations to club member Ian Parr who has won the 2013 ASWMC Sprint Championship in his Sylva Riot. The top 10 also featured another two Pegasus Members – Roger Brunt in fifth place and Brian Davage in ninth. In total there were ten Pegasus entrants in the championship representing 20% of the entries and along

with Torbay the largest club entry in the Championship. Thanks and congratulations to all who entered in the clubs name.

British Sprint Championship

Right : Graham Harden in Jedi Photo: Andy Moss

Club member Graham Harden has been out competing in the British Championship this year in his Jedi. Graham competed in all the rounds this year and collected the Britannia Trophy for his performance across all events. He also won the Saxon Trophy for best performance in all events in England and just missed out on taking a triple with the Celtic Trophy for events at Wales and Scotland – coming second to Glyn Sketchley by just 2 points. Graham finished 5th in the Foundation Cup for “up and coming drivers” who have not previously finished in the top 12, driving cars under 2000cc. He was 16th overall. An excellent effort in the Jedi against some formidable opposition. Well Done!



SUNDAY LUNCH PUB RUN - 10 NOVEMBER 2013

**50 miles through the beautiful countryside surrounding
Bristol and Bath**

Event starts from B&Q Filton at 10:00am check in by 09:45

Cost per car is £10 - which includes driver and navigator

£7 of which goes to Alzheimer's Society (£3 towards some of planning cost)

Additional passengers welcome with a donation

Lunch at 13:00 – (at own expense) menu from soups to roasts will be available in advance - All orders to be placed before event starts

For further information or to book a place, please contact Liz Lewis 07900 360562 Jungletime2@gmail.com

The 2013 Edinburgh Trial By Andy Moss



Having previously entered the MCC Exeter and Lands End trials this would be the first time for me on the Edinburgh. For those unfamiliar with the event it follows the normal MCC format of an overnight start with road miles linking the sections. The name of the event is a little misleading as while it started life as a reliability trial between London and Edinburgh the shortage of fuel post war resulted in it being a shorter event based around the Peak District national park.

I was joined on the event by Nick Wood in the passenger seat. Spence was out once again in the Parsons and Chris Thompson and Cherry Robinson had entered originally in Chris' Suzuki X90. Not long before the event Chris joined the ranks of Marlin owners having purchased a nicely prepared trials car from a Stroud Motor Club member.

In the week before the event Chris had been trying to get hold of a suitable replacement radiator hose - unfortunately on the Marlin this is not something you can pick up from your local Halfords and it was mid week before the part arrived. As with all these things life is never simple and having replaced the hose and refilled the system with fresh anti-freeze the radiator decided to spring a leak. This was the day before the event so no chance of getting a repair or replacement radiator at such short notice meant it looked like Chris and Cherry had little chance of making the event in the Marlin. Even worse the M.O.T on the X90 had expired. Luckily Rob Gilmour at Lucombe Garage came to the rescue by agreeing to M.O.T the Suzuki - as many of you will know Rob is always busy but to save the day he was willing to stay late and booked the car in for 7pm !

Chris checked everything over and presented the car just hours before we were due to set off for the event. Fortunately the car passed and at 11.30pm that evening we set off for the start, with myself and Nick trailering the Marlin and Chris and Cherry driving the X90. Signing on and scrutineering was at Tamworth Services. Here we soon saw Spence in the Parsons.

Our start time was around 4am. The first part of the route was a 45 mile run which took us towards Ashbourne. Amazingly in one short stretch of road around Draycott there were six speed cameras - not sure quite what the point of these were, as unless you were very

stupid they were hard to miss. Having navigated this obstacle it was on to the early morning control at Carsington Water, a large reservoir between Ashbourne and Matlock. Here we had a time control with a compulsory stop – if you left too early you would receive a “fail” before even reaching a competitive section. The reservoir itself was quite impressive even in the dark, and we were lucky enough to see the first light of the morning here before we left. Compared with the Exeter or Lands End the night section had been short, and it was nice to be able to get on with the competitive sections.

It was only a short run to the first sections at Haven Hill and Cliff Quarry. These did not present too much of a problem and we carried on towards Bakewell where we made an early morning fuel stop. Within the next 15 miles there were another two observed sections one of which was manned by Mal and Donny Allen and Pete and Carly Hart, who had been due to marshal the famous Bamford Clough section which unfortunately had to be cancelled due to the discovery of a live electricity cable buried in the section. Unfortunately we managed to mess up a relatively straightforward section by starting from the wrong point – too much chatting and not enough concentration – a lesson learnt! As well as the observed hill sections the MCC events often feature special tests. The first of these was Deep Rake where we had a bit of fun on the timed figure of eight test.



We then headed to the next control at the strangely named “Bull I’ Th’ Thorn” Pub. This control would be where we returned for the finish later in the day.

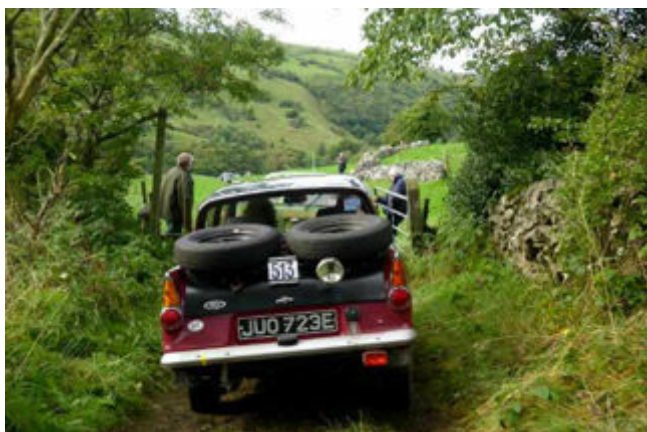
The next section was Litton Slack, where the classes divided – with some cars doing the traditional section and others including ourselves doing “New Litton Slack”. Our section was a pretty slippery grass section. Many were struggling

to get away from the start line, and although we got moving we rapidly lost traction and stalled resulting in a fail. This at least meant our earlier mistake would not be the only failure of the day, and there was little we could have done to avoid this one, except perhaps letting a bit more air out the tyres.

There would be four more sections during the afternoon and we seemed to do quite well clearing all of these. We were happy to be one of the few cars that made it up the final two sections at Dudwood and Clough Mine – both were great fun.

Having made it back to the finish pub we headed for our overnight stay near Ashbourne, where we had an enjoyable meal before heading back home the next day. This itself was an pleasant run in the autumn sunshine. A very enjoyable event.

2013 Edinburgh Trial



The August edition of the MSA News featured Pegasus vice president **Dick Craddy** who described his experiences as an MSA Steward. The article is reprinted below.

Volunteering - Try... Stewarding

Each month during the MSA Year of the Volunteer we are focusing on a different volunteering role. This month we take a look at the role of the MSA Steward

Dick Craddy first got involved in motor sport through the Apprentice Association Motor Club as a young apprentice at Rolls-Royce, and latterly has been a member of Bristol Pegasus Motor Club. His experience spans five decades and has encompassed stewarding at events across an array of disciplines. Here, he shares his thoughts on this vital role.

"I was first proposed for consideration as an MSA Steward by the late Dick Mayo, who was then a Director of the MSA and a man of real substance. I've since found that stewarding has offered the opportunity to contribute to an activity that's given me much pleasure and interest.

"There are three fundamental characteristics of a good Steward. Firstly, you need to be a safe pair of hands; you have to retain independence, to have balanced judgement under pressure and not be prone to irrational decisions. One of the things that I work hard on is achieving consistency across all the decisions that I make. Secondly, you need to be aware and you need to have good observational skills. And thirdly, because you represent the MSA, you need to understand the importance of good presentation and interpersonal skills.

"So what are the responsibilities of a steward? Well, fundamentally there are three. First is legalities; you have to ensure that the event is legal, so you check that the permit is in place, the track licence or stage plans are valid for both permanent and temporary venues, and also that the requirements for each of those documents are complied with. Next is safety, in the broadest sense, from tracks to competitors, officials and spectators. And the final one is judicial appeals, where you sit with two other stewards appointed by the organising club.

"It's also necessary to have a good knowledge of the structure of motor sport. So all of these things need to be understood, and for this the MSA has introduced a modular training process whereby experienced stewards mentor trainees. On a personal basis I find that aspect of being a steward one of the most satisfying, especially if the trainee is responsive and enthusiastic.

"A major demand for anybody looking to become a steward is to gain a thorough understanding of the Blue Book regulations, and it's important for anybody who contemplates this role to realise that effort is required to get a grip on these matters; you absolutely cannot wing it. And it's also absolutely necessary to be comfortable with appeal procedures and the relationship with the protest procedure that precedes it.

“While the MSA Steward works through the Clerk of the Course it should be noted that stewards do not have any executive role in the running of an event. Stewards should not under any circumstances make any comment or become involved in any matter relating to anything that could subsequently become part of an appeal. On occasion competitors inevitably seek advice from the MSA Steward but these matters should be directed to the Clerk of the Course. Competitors should recognise the independent role of the steward at all times.

“In the judicial sense the remit of a steward is broad. Penalties ranging from reprimands to exclusion and suspension, linked to the application of penalty points and fines can be applied in a structured way. Stewards always have to be mindful that while their decision is deemed to be final at a meeting it can subsequently be challenged in the National Court, and I’ve also had experience at that level. Stewards also have to learn to deal with emotional competitors and – not infrequently in some disciplines – entrants.

“In my view, stewards should seek to encourage; officials who perform well should be told so. It’s also important to be aware of MSA initiatives such as Go Motorsport, and, should the opportunity arise, use this to encourage young people to become involved in all levels of the sport.

“Respect is important; we must never forget that most officials and marshals are volunteers, so it’s important to recognise that when difficulties arise. It’s important to be pragmatic too, and experience plays a large part in this because you still have to ensure compliance with the regulations. There is a strong stewarding support community and it’s sometimes necessary and beneficial to call upon the experience of others for guidance on the day. It should also be noted that John Symes, the MSA Technical Director, is also always willing to assist albeit stewards do not deal with vehicle technical matters.

“MSA Stewarding demands a strong balance of judgement, but most of all, in my view, it’s a privilege to hold the appointment. We should always remember that this is not an ego trip, and the reward is simply the chance to contribute experience to a sport we love.”

Pit Lane Entry News

Congratulations to Alan Spencer for seeing off a strong challenge from a Nissan Micra to win the MGCC(SW) Kimber car trial in his trusty Parsons on Sunday 13th October 2013.

**If you have been or are going to fly the BPMC flag please do not forget your fellow club members would like to hear about it, send pics and text to :
backfire@bristolpegasus.com**

MPH Greenpower - National finals

Around 180 Greenpower teams competed at F24 during 2013; the fastest 75 cars from the qualifying heats were invited to the 4Hr final at Goodwood in October.

Team MPH had to be up bright and early for this year's national finals 13/10/13!! We started arriving before 8 o'clock.

The weather wasn't on our side but that didn't put us off. Despite the cold and rainy conditions we were in good spirits and went off to scrutineering where we passed with no problems.

Then it was off to the drivers briefing, where Jeremy, the clerk of course, gave us his usual talk: "Don't drive too fast, because it's wet."



After that there was a practice for 1 hour. We had a fastest time of 5 minutes and 24 seconds for the full 2.4 mile track and the car went nicely without any problems.

The first race was the Corporate Challenge for companies and the f24+ teams (16 -25 year olds). This was won by Dave Cullimore in his f24+ car called Jet, which is superb.



Next up was the parade where we all got really wet in the wind and rain. We had to march the cars over the Start/Finish line and then had to assemble on the grid in our qualifying order. We were 20th.

"WET! And wanting to get going "

George Lear

"Is it ever gonna stop raining?"

Leah Venn

Before the race started we had to move pits as it started flooding from the massive amounts of rain!

On to the race at last... The cars start 5 in a row at 10 second intervals and we were on the 4th row. Ben was our first driver and Jordan gave him a big push and he had gained 5 spaces after 3 laps. Ben was on for 8 laps after which we took a pit stop and changed batteries.

Next driver was Isaac, for another 8 laps with new batteries. During our pit stop we dropped into 18th. For our second pit stop, we reused our first set of batteries and sent Jordan on his way.



After 6 more laps it was time for Zac to take his turn with the reused 2nd set of batteries. By now we were back to around 22nd position but we had good use from the batteries; our nice and simple car was holding up well in the poor conditions against some of the more complex opposition and we now had some power in hand.

For our final pit stop we had our fastest driver waiting to get in; George!!! We

were ready to send him on his way when George noticed that the steering wasn't working, but our star mechanic, Jordan dived into the car head first and fixed the problem! The stop took us 10 minutes 40, but we came out with 2 fastest laps of 5' 13" and as many other cars started to slow down with George making his way through the field, after around 10 laps we were in 9th place and very close to the car in front.

We were now in the closing minutes of the race and were creeping up on Reddie from Abbotsholme School. We had approximately 2 more laps to go and we worked out that we might get him in the next lap. The moment we said that, we moved up into 8th place with 2 laps to go. We crossed the line finishing a fine 8th out of the whole country.



The Mangos Greenpower Team MPH – Car 21

Ben Goodman
Jordan Mould
Isaac Smith
Zac Venn
Leah Venn
George Lear

2014 Pegasus Major Event Dates

Llandow Sprint - Saturday 10th May 2014

ACE Classic Tour - Sunday 1st June 2014

Pegasus Sprint Castle Combe - Saturday 18th October 2014

More 2014 Dates Next Month

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2013

	Note	2013 £	2012 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	<u>8380</u>	<u>8380</u>
<u>CURRENT ASSETS</u>			
Stock for resale		174	344
Prepayments and Accrued Income		220	506
Investment Account		6456	6449
Cash at Bank and in Hand		<u>17451</u>	<u>15217</u>
		24301	22517
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		0	0
Accruals and Deferred Income		<u>2549</u>	<u>2730</u>
		2549	2730
<u>NET CURRENT ASSETS</u>		21752	19787
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		<u>30132</u>	<u>28167</u>
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		21387	17885
Revaluation Reserve		6780	6780
Net Surplus/(Deficit) for the year		1965	3502
		<u>30132</u>	<u>28167</u>

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

For the year ending 31st October 2013 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.

Backfire



The first of three transformers en route from Didcot power station to Avonmouth Docks passes through Warmley on 3rd November. Three MAN tractors are used on the flat, totalling 1800 bhp, with a fourth added for the uphill bits. Thanks to Martin Baker.