

# Backfire

October 2010



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

Cover: The club stand gets a rather special visitor - the A380 makes an appearance between our Gazebos at the Airbus Family Day

## **Monday 11th October - BPMC club night**

The club night this month will feature a straightforward table-top rally/navigation tuition session for all those who want to brush up their plotting ahead of the new Navex/Nav Scatter season which will be upon us at the end of the month. Bring OS map 172 (Bristol and Bath) and your navigation equipment (pencil, ruler, romer, calculator etc.) Further details from Martin Baker. As well as the navigation there will be the usual opportunity for a drink and a chat for those who don't need to brush up their navigation skills.

## **Saturday 16th October - Pegasus Sprint - Castle Combe**

The entry list has now closed and should be available on the website by the time Backfire arrives. As always if you have not entered please consider marshalling - no experience is necessary as we will put new marshals on posts with more experienced people. If you can help please contact Ian Hall on 01225 892278. As usual we will provide volunteers with a voucher for lunch in the Tavern restaurant.

## **Saturday 23rd October - Extra Event**

### **Castle Combe Track Session - Stroke Association Day**

We have arranged the opportunity of a track session during the lunch time break during the Stroke Association Day at Castle Combe. The 40 minute session will only be for members of Bristol Pegasus Motor Club and our friends in Bristol Kit Car Club. This will consist of 2 x 20 minute sessions, with a maximum of 10 cars on track per session, max noise of 100dB per car @ 4500rpm (usual Combe noise rules) cost per car will be £30 per 20 minute session. Each session must be full so that £600 is generated for the Stroke Association during the lunch period. I am sure this will be very popular, so entries will be taken on a first come first served basis. To book your place simply send a cheque for £30 payable to Bristol Pegasus Motor Club to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. If you wish to cheque availability first contact Andy on 0117 9912702 (W) or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk).

## **Friday 29th October - Navigational Scatter**

The October Navigation Scatter is a joint event with Bristol Motor Club and is organised by . Matt Claydon and Dean Hogarth. Matt and Dean are experienced navigators so you can expect a very good event. The start venue will be the lay-by on the A37 at Hursley Hill, OS Landranger reference ST617654, and the event will take place entirely on map 172. The finish time will be 22:30 at a pub which closes at midnight. Signing-on will be from 18:45. Route information will be handed out at 19:30. By the time Backfire reaches members the regs should be on the website - if you need a printed copy please contact Andy Moss on 0117 9041841. As the event is a Scatter you will need to take out insurance which is available at a cost of £15 - details in the regs.

## **Sunday 31st October 2010 - The Chepstow Auto Challenge**



Following the success of past events, we return to Chepstow for more fun around the cones. The event will use the stables area at Chepstow and will be run as an All Forward Autotest, giving us a bit of freedom in the layout of the courses and allowing a wider variety of cars to enter. Our aim is to run a fun driving event rather than a memory test - the course layout will use numbered

cones and yellow marker cones. If you enjoy Auto Solo, you'll love this event. Contact Martin Emsley or Andy Moss for Regs.

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

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

We are lucky enough to have a guest speaker for our November Club Night - we will be joined by Rodney Gooch, who will be known to many of you through his association with Castle Combe Circuit - more details next month but make sure you mark the date on your calendar for what promises to be a very entertaining evening.

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

Our main fund raiser in aid of the Wiltshire Air Ambulance, which is an excellent cause. Entry is £35 per person - if you wish to enter individually and be added to a BPMC team please send your cheque for £35 to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. If you can organise your own team of 5 drivers, Send all of your team details along with a cheque for £175 made payable to Bristol Pegasus Motor Club direct to our event organiser Ken Robson, 201 Juniper Way, Bradley Stoke, Bristol, BS32 0DP.

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

More details next month.

## **Invitation Event - Sunday 17th October - MGCC Kimber Trial**

We have been invited to the MGCC Kimber Production Car Trial at Chew Stoke, near Bristol - more details later in Backfire.

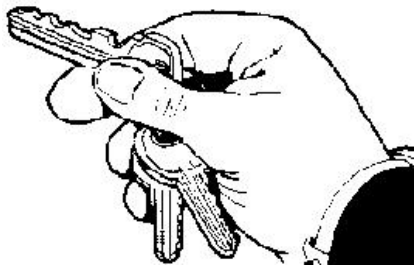
**As always, we are looking for contributions for Backfire**

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

**Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)**

**Deadlines for Backfire - November - 29th Oct / December - 3rd Dec**



## CHAIRMAN'S CHAT

By Andy Moss

As we are going to press, the entry list for the Pegasus Sprint at Castle Combe is being finalised. We have again had a very good entry which is very pleasing when many events have struggled in these difficult economic times. The most important people on the day are the marshals –



without people volunteering to give up their time to help, there would be no event. We could still do with a few more volunteers, so please consider coming along to help if you possibly can – everyone who does always has a good day out and are really involved with the action. With the excellent facilities on the marshals posts at Combe, you even have shelter if it rains !

October was due to be a relatively quiet month for the club, but we now have a couple of extra events and it is suddenly looking quite busy. The week after the Pegasus Sprint members have the chance to return to Castle Combe for more on track action. We have teamed up with the Stroke Association to arrange an exclusive on track session for members of Bristol Pegasus and Bristol Kit Car Club. At a cost of £30 per 20 minute session with just 10 cars out on track this promises to be excellent value, but perhaps more importantly with every penny going to the charity it will raise £600.

Following the Friday night Navigation Scatter, the final activity of the month is our event at Chepstow, which we moved from September to avoid clashes with several other events including the Airbus Families day, Goodwood Revival and Castle Combe Rally Day. The event will use the internal roads around the stables as well as flat area with a smooth slightly loose surface. The internal roads have the added attraction of a slope, the top of the course is almost like a miniature hill climb - great fun ! This layout has proved really popular with entrants in the past, and it is certainly something a little different from the normal flat car park. Lots of you have said you are coming but we need those promises turned into entry forms ..... at £25 what are you waiting for ?

Looking back at last month, what a great day we had at Airbus. As well as a great display of cars on our own stand, there was possibly the biggest gathering of Bristol Cars you will ever see, as well as an impressive display of Rolls-Royce cars. There was also plenty to see for the rest of the family - my daughter Laura enjoyed a go in a flight simulator, she built a plane and car powered by compressed air, and as well as having her face painted, she also went "bungee trampolining", got to see birds of prey and visited the fair ground rides. I enjoyed taking my son Simon around the factory - the landing gear test rigs were very impressive, and we enjoyed a trip to the machine shop. The Filton machine shop creates some amazing



machined parts, in other industries many of these pieces would be cast, but the need to maintain predictable material properties means machining from huge blocks of solid material is not unusual in the aerospace industry. We then walked over to see Concorde - it was great to get so close to it, and it is always very impressive. The afternoon flying display really did exceed expectations, the A380 is an amazing machine - everyone felt that something so big should not be able to fly so slowly and quietly without falling out the sky. We had displays from a Spitfire, Mustang and a Hurricane, as well as aerobatic displays and biplanes recreating world war one dog fights. For me the early jets were the highlight - the unusual Vampire and the Hunter were great, but without a shadow of doubt the Vulcan was the star. I can't believe this type of plane first flew in 1953, and it is a credit to the design that it remained in active service until 1984. What a graceful aircraft, and amazing that, against all odds, a group of enthusiasts have managed to get it back into the air, when many said what they were trying to do was impossible ..... I enjoyed some great company on the club stand, a special thanks must go to John Corfield for all his hard work, and of course to Rex Meaden who arranged for us to have such a great position on the edge of the runway.

At this time of year we begin to start thinking about planning events for next year – the first draft of the provisional 2011 calendar was in fact put together a couple of months ago, as we have to submit it to various organisations to try to avoid too many date clashes. Whilst a few of our big bank holiday events have dates set in stone, other events can be impacted by lots of other things. Even the dates for Formula One have an impact on our dates at Castle Combe and these are the ones we normally get confirmed last, once all the other major events at the circuit have been planned.

As part of this planning we need to start looking for organisers for next year's events, and if we are to run the same full and varied calendar as in the past, we are going to need some new volunteers to come forward to help.

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

Month	Date	Day	Event	Venue
Oct	11th	Mon	<b>BPMC Club Night</b>	<b>North Bristol RFC Almondsbury</b>
Oct	16th	Sat	<b>Pegasus Sprint Castle Combe</b>	<b>Castle Combe Circuit</b>
Oct	23rd	Sat	<b>Stroke Association Track Session</b>	<b>Castle Combe Circuit</b>
Oct	29th	Fri	<b>Navigation Exercise/Scatter</b>	<b>Announced in time for the event</b>
Oct	31st	Sun	<b>Autosolo</b>	<b>Chepstow Racecourse</b>
Nov	8th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Nov	18th	Thu	Karting	The Raceway Avonmouth
Nov	26th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	13th	Mon	AGM	North Bristol RFC Almondsbury
Dec	30th	Thu	Xmas Meeting	Announced in time for the event

# FILTON FAMILY DAY - 18th September 2010

By John Corfield



It all started 5 months ago when I received an email at Airbus on 26th April giving us the first official news about the Filton Family Day 2010 due to take place on 18th September. By the end of April I'd checked in with Andy Moss and sent the

following request to the organisers, "Please would you consider offering a stand/display area to the Bristol Pegasus Motor Club. This club was formerly (and still trades as) the BAC Motor Club and has a history that goes back to the earliest years of Filton Aerodrome". On 10th June I received the message "Please accept this email as confirmation of your Exhibit at our Filton Family Day" and so started 3 months of steady planning and preparation.

The club has to give a sincere vote of thanks to Rex Meaden who is not only a BPMC members but was also organising the day on behalf of Airbus (with a gallant crew of course). Rex was fully supportive from the very start and whilst not showing any particular favour made the whole task straightforward for me. He allocated the club a superb display area and also agreed to let us have his 1938 Riley on the day – many thanks Rex.

During May I'd been making contact with Pete Stowe regarding the club history display material he'd put together and also with Andy and Martin Emsley to start pulling stuff together. However Rolls-Royce was having their BAC 100 parade on 13th June so I had to wait. I used the wait to contact the MSA and arrange a box of their leaflets and handouts which duly arrived without delay.

My plan was to have one club gazebo showing the history of the club from 'In the beginning...' up to the 1990's and the other gazebo showing the whole range of what we do nowadays. To run between the gazebos I planned to have a-car-a-decade from 1940 to 2010. Ok, not a bad plan, but that's where my problems started. I needed a second set of display boards, a fresh set of display material and cars! With hindsight, since the second world war ran from '39 to '45, I was on a loser from the start for a 1940's car; but the display boards turned out to be the headache

It should have been easy as all I needed to do was make a repeat order for what Dick Craddy has procured for us a couple of years back. The supplier readily found the previous order and I received an updated quote by email on a Friday. On the following Monday I phoned and a helpful assistant took my order and payment and delivery details. A week later I was asking

where the new display boards were (not having arrived as promised) only to find that they'd been delivered to Dick Craddy! I phoned Dick and arranged to collect during a lunch break (having contacted the supplier to stop them collecting from Dick and arranging redelivery to me which would have taken another week!). I duly got the package home to find no support poles, no clips for the poles and no feet. A phone call next day elicited an apology from the supplier and a promise to despatch said items without delay – shortly followed by a phone call from Dick to say the feet had arrived as a separate parcel and he would post them on. Suffice it to say that three weeks after ordering the second set of display boards they were finally assembled at my home ready to receive new display material and with a spare set of feet to one side. I plodded along over the next few weeks and printed and laminated with increasing vigour as the day approached.



*Sir George White's Bristol Panhard*

Running in parallel was the quest for cars and that turned out to be not as difficult as I imagined – BPMC members take a bow please. The only hiccup was that Gerry Bath was going to try to make it with his 1962 Lotus Elite. This car's glass fibre body, which acts as a monocoque chassis, was built by Bristol Aeroplane Plastics at Filton so the connection with the day was superb. However, on 31st August, Mike Marsden (who'd been a great help in acting as go-between for a non-emailing Gerry) let me know that "Gerry acts a mechanic for a guy with a vintage Alvis special, who has got an entry for Shelsley Walsh Hill Climb on that day, so Gerry will have to be there". A quick knee-jerk reaction by me to go to plan B ("Get any car you can!") proved to be unnecessary when Phil Rumney offered his 1966 Aston Martin DB6 – and extra thanks to Phil since his son Matt was going to bring it but couldn't make it after all and Phil 'sat in'. The final line up, on the day, was as follows:

Chris Lewis	1936 MG PB 4 seater
Rex Meaden	1938 Riley Kestrel Big Four Blue Streak
Mike Marsden	1954 Lotus Mk6
Matt Rumney	1966 AstonMartin DB6
Andy Moss	1970 Rover 2000 SC Auto
Martin Corfield	1985 Fiesta XR2 Mk2
John Corfield	1991 Honda Civic CRX Vtec
Ross Willing	1995 Honda Prelude
Martin Mitchell	1994 Datsun 240Z
Chris Goodchild	2000 Lotus Elise S1
Adrian Ingham	2004 BMW 320d
Pete Goodman	2010 Renault Sport Clio 200 Cup
Chris Thompson	Daihatsu Cuore (the G27 Ginetta having refused to start on the day)
Andy Cougan	Mini Special (Yamaha R1 m/c engine driving the rear wheels)
Andy Moss	Marlin Roadster

*Below : Vampire Jet*



Liz Moss drove the Rover to the event on the Saturday and Andy shared that she was not happy; so I asked Liz what time she'd started to have a 'downer' about driving it - she replied "Tuesday!!".

Many thanks then to the car owners and their partners and families who came along also. I will take this opportunity to say a special thank you to Mal Allen who removed a major headache for me when he offered to collect and return the gazebos from Martin Emsley's - phew! Also to Tim Murray who came along to help man the stand and as usual, with Mal, chastised me lightly for not sharing more of the setting up task. Thanks guys.

Hopefully one of the other attending members will write in detail about the day and what it had to offer since I spent most of the day at the stand. I did have one very special treat though when Adrian (a good friend from Trowbridge where I now live) bought me a flight on the Piper aircraft pleasure flight. At 10:30 we took off from the Filton runway, Adrian sitting next to the Pilot and me sitting next to Julie, Adrian's partner. We flew over the Severn Bridges, skirted South Wales, flew South-West along the Bristol Channel, banked steeply to come over land south of Clevedon and sped above the M5 northwards back to Filton - all in about 20 minutes. A real treat that was matched only by watching the flying display and seeing the A380 and the Vulcan sweep, rise and turn time after time over the Filton runway - AWESOME!!!!

This was undoubtedly the best day I've had being an ambassador for BPMC and club-level motor sports and all those who came along endorsed this view repeatedly and without exception. I'm sure we shall all talk about it for a long time to come.

I found the following link to a website that has some good piccies of the flying display:

<http://www.rickinghamphotography.co.uk/airbusfamilyday10.html>



*Bristol Fighter Replica was built by Filton Apprentices to Celebrate 100 years of Bristol Aerospace*



# Planes and Club Cars at the Airbus Families Day 2010





## Planes and Club Cars at the Airbus Families Day 2010



## Homecoming for classic Bristol Cars

*(The following is published with the kind permission of Airbus having appeared on their company website.)*

Classic car enthusiasts came from all over the world to Filton Family Day for one of the largest ever gatherings of Bristol Cars worth millions of pounds.



**Olivier Chabilan** and Mat White-Bower admire a 1960 Bristol Zagato, a lighter, smaller and faster version of the 406 model, built by the famous Italian coachbuilders.



**About 240 of the gleaming hand-built luxury vehicles streamed into Filton driven by proud members of the Bristol Owners Club for their annual *Concours d'Elegance* rally.**

Geoff Hawkins, the club's chairman, said: “We have an example of every model built since the Bristol 400 of 1946 and our members have come from all over Europe, North America and even Australia to be here at Filton. It is a real homecoming in this 100th anniversary year of the Bristol Aeroplane Company.

“I own a Bristol 410 and it's a delight to drive with excellent dynamics and road-holding. They are so well built they just go on forever.”

Sir George White, great-grandson of the founder of the aerospace industry in Bristol, said: “It's absolutely extraordinary what efforts people have put in to bring their Bristol Cars to this event. I'm not sure what my father would have made of it all, but I'm certainly delighted to be part of it.”

Among the vehicles on show was one of a pair of Bristol 402 cars once owned by British-born Hollywood film stars Jean Simmons and Stewart Granger.

Airbus classic car enthusiasts Olivier Chabilan and Mat White-Bower, from the A350 XWB



wing trailing edge team at Filton, were overwhelmed by the sheer quality and quantity as they wandered through the lines of Bristol cars while their owners enjoyed picnics in the sunshine.

Olivier, a tolerance engineer, who owns an Aston Martin and a Lancia Gamma, said the gathering was “awesome”. Mat, a design engineer, added: “Where else could you see such a fabulous collection of classic cars? Family Day is showing everyone the proud heritage of Bristol engineering - both cars and aeroplanes.”

The history of Bristol Cars began at the end of World War II when the Bristol Aeroplane Company had a surplus of skilled labour as the demand for military aircraft declined. The cars have never been built in large quantities and today the company produces on average about 150 cars a year.

Unlike most speciality car makers, Bristol has only one showroom, located in Kensington High Street in London, and has no distributors or dealers; it deals directly with customers.

As one was speaking to the present owner of the company, Toby Silverton, the interview was abruptly cut short as a prospective buyer wished to discuss the purchase of a new 210mph Bristol Fighter sports car worth in excess of £200,000.



Also on display at Family Day were 34 immaculate Rolls-Royce and Bentley vehicles. The oldest dated back to the early 1930's, the most modern was only eight years old, yet every single one was polished to perfection and attracted a huge amount of interest from visitors of all ages. Many people posed to have their pictures taken beside their favourite vehicles.

Rex Meaden, Filton site security manager, was exhibiting his 1989 Bentley Mulsanne 'S' as a guest of the Rolls-Royce Enthusiasts Club. He said: “There are some very rare and valuable cars here. It's wonderful to have them all together at Filton.”

Club events organiser Richard Welsh said one of the rarest vehicles on display was also the newest, a 2002 Rolls-Royce Seraph. “It's one of the last cars to have been built at the



Rolls-Royce factory at Crewe,” said Richard. “Very few were ever made, so it's been one of the more popular cars.”

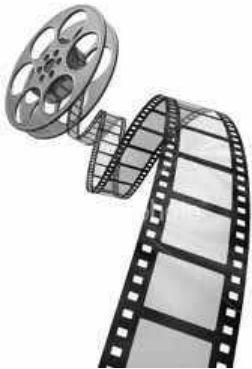
Richard, who used to own and run the Bristol Rolls-Royce dealership, said the cars were enduringly popular because of their beauty and relative rarity. “I had my first when I was 19 and was working at the factory,” he said. “I've always loved them. When you've driven a Rolls, it's hard to go back to anything else.

“These events are good for raising awareness about the cars, but it also gives people a chance to meet us and talk to us and to find out that we're not all toffs!”

One of the oldest cars on display was a 1934 Bentley 3½ litre, which had been driven in from Warminster by its proud owner Richard Emberson. He bought the car 36 years ago and has lovingly restored it. Like other club members, he was happy to talk to visitors about his experiences of nurturing elderly classic vehicles.

**Meanwhile, the Bristol Pegasus Motor Club, formerly the Bristol Aeroplane Motor Club, had a stand on the apron in front of Building 07M and were displaying cars from 1936 to the present day. The club ran the first post-war motorsport event in the UK, held as a sprint on the airfield.**

## Motorsport Filming Opportunity



Are you a keen amateur camera man as well as a motorsport enthusiast? Do you know someone who makes great home movies or have a friend or relation studying media?

We are looking for someone to video our events next year and turn them into films which we can show at our club nights. We would also like to make clips available on our website, and pass copies to our volunteer marshals and officials.

Whilst we can't offer any payment, we can provide trackside access, travel costs, and any media required such as video cassettes. We will also provide lunch at our major events. In return we ask you to make your film available to the club to use as we wish. We can also talk about providing the opportunity for you to sell copies to competitors, although we would like to keep this to a reasonable price which we can agree.



Interested ? Then e-mail Andy Moss - [andy@mosssdata.co.uk](mailto:andy@mosssdata.co.uk) or phone on 0117 9041841.

# ESCURSIONI

By Martin Emsley

Firstly Chepstow - I am quite disappointed at the response from you the membership so far, I assume then this is the type of event does not interest you and therefore are we wasting our time organising such as this in the future? Answers on a postcard to The Chairman please. If you are interested I encourage you to contact us and enter the Auto Challenge on 31st October over the bridge at Chepstow Racecourse (only 30mins from Bristol). It will run in the form of an all forward Autotest on both tarmac and gravel, should be suitable for most cars, hopefully non-damaging and a lot of fun. We are going for a fairly open format, which hopefully will give competitors a lot of time behind the wheel for a real bargain price. For more information and regs contact me on 01454 250067.



Saw a strange sight the other day; a Renault Laguna with only half a rear 'spoiler'. i.e. the right side. Now assuming that the 'spoiler' is there for a purpose and not just for show I imagine that the lack of one side would have a pretty dire affect upon the vehicle at speeds when the device becomes effective. Would it mean that as it works on one side the driver would have to apply lock to counteract the turning moment or maybe the loading or otherwise on one side at the rear would

cause the opposite front wheel to lighten or load? Anyway I cannot imagine it would be very nice to drive. And before anyone writes in to tell me that these appendages are just for show, I cannot believe that, why add cost and weight?



Like sitting down to watch a film when I get an opportunity; Harry Brown is in my opinion Michael Caine's best offering, though a rather grim view on life which is present around us today. Gran Torino, is I think Clint Eastwood's finest work yet, and the car is of course a central player though we don't get to see enough of it. Finally watched the original gone in 60 seconds, very different from the later Nicholas Cage film, but I loved it, superb and very 'period'. My all time favourite 'car' movie is 'Vanishing Point', the original starring a 1970 Dodge Challenger and Barry Newman who was later detective Petrochelli

(Remember him; home that was being built but never finished?)

#### Storyline;

Kowalski (Newman) works for a car delivery service. He takes delivery of a 1970 Dodge Challenger to take from Colorado to San Fransisco, California. Shortly after pickup, he takes a bet to get the car there in less than 15 hours. After a few run-ins with motorcycle cops and highway patrol they start a chase to bring him into custody. Along the way, Kowalski is guided by Supersoul - a blind DJ with a police radio scanner. Throw in lots of chase scenes, gay hitchhikers, a naked woman riding a motorbike, lots of Mopar and you've got a great cult hit from the early '70's.

There was a later version (1997) starring Viggo Mortensen was appalling and not worth the film used on it!



Just to finish, when I was quite a small lad, believe that if you will, living in Henleaze a very elderly chap used to come around selling / delivering fruit and vegetables out of his Mercedes Benz convertible. It was silver, red upholstery and a bit of a shed but I thought it wonderful. I recall him one day telling us that he had no driving licence as he started driving before there were any tests, judging by his age I would say he learned to drive before the motor car was invented! Anyway I would like to tell you it was a rare and exotic 300sl but it was not, of that I am sure. I think, as I can recall some details, strange, as I can't ever remember what I went upstairs for, but I conclude that it was likely a 190SL.





When the customer version of the 300 SL coupe was introduced at the New York auto show in 1954 it was accompanied by a prototype version of the 190 SL roadster. Where the 300 SL was an expensive supercar, the 190 SL was the much more sensible and affordable alternative. It had styling reminiscent of the great 300 SLR racing cars, but was based on mass-production technology and really meant to cash in on the status and desirability that had been acquired by the exotic 300 SL(R) racing cars. And from the moment the production version became available in May 1955 it sold considerably well.

Still it remained in the shadow of its supercar brother, and when production ceased in February 1963 it wasn't an instant classic. Many car collectors and enthusiasts considered the 190 SL as the plain skinny sister of the 300 SL and treated it as such. It took till the 1990s before interest in this car picked up, and now it's getting more and more merited on its own virtues rather than on those of the 300 SL.



The roadholding of the 190 SL was praised as being dependable and steady, which was remarkable because it featured almost the same suspension lay-out as the much criticized 300 SL: independent with A-arms in front and in the rear swing axles with coil springs and double action shocks. Apparently the reduced engine power made the difference, since the 190 SL had the same wheelbase and about the same weight as the 300 SL.

The floorpan as such was a shortened version of that of the Mercedes 180 sedan, which reduced manufacturing costs. The bodywork was of the self-supporting type and all together this was much easier to produce than the intricate tubular space frame chassis construction of the 300 SL. Still chassis/body rigidity remained acceptable enough for use on the race track.

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

Please mention BPMC when booking.

81 Portview Road

Bristol BS11 9JE

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## Nominations for the Board of Directors

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

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature

### Sunday 17th October Invitation Event MGCC Kimber Trial

**Pagans Hill Farm, Chew  
Stoke, Bristol  
Map Ref 172/558628**



Photo above and more pictures at <http://pics.lucking.org/i/1768556>

The MGCC will organise the Kimber Production Car Trial at Chew Stoke, near Bristol - and we have been invited to what looks like a fun event.

Scrutineering starts at 9.30am with the first car starting at 10.30am.

The event will be run entirely on private land. Entry forms and further details from our website or contact secretary of the meeting Bruce Weston on ( H ) 01963 440941 or ( B ) 01747 823232.

Entry Fee is just £10 in advance or £12 on the day, if four or more Pegasus Members attend there will be a club award.

## Greenpower MPH update

By Martin Baker

Following its encouraging debut at Castle Combe earlier this year, Mangotsfield School's *MPH* electric racer was again in action on September 19th. The venue this time was RNAS Merryfield, a satellite of Yeovilton near Ilminster. Although some of the major players from Combe chose not to compete in this event, there was still some creditable opposition at the Somerset round of the four-hour endurance challenge. The *MPH* team, led by Ben Goodman and comprising some rookie drivers, powered their way to a fantastic fourth place. In doing so they completed 125 laps of the 1200-yard circuit, whilst the winners totalled 137 laps. *MPH* have now qualified for the Grand Final which is being held at Goodwood circuit on October 17th. Although they will face stiffer competition than at Merryfield we are sure they will give a good account of themselves and will not disgrace the BPMC stickers adorning the car.



### Remember When



### Hillclimb Success

Congratulations to Club member Martyn Davies on setting a new class record at Wiscombe Park on 4th September and clinching 5th place overall in the 2010 Bridge Tyres Wiscombe Park Hillclimb Championship



## Clubmans Championship 2010 - Prepared by Chris Thompson

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
33.79	Chris Goodchild	1	7	No
31.48	Martin Baker	2	7	Yes
29.90	Andy Moss	3	10	Yes
21.86	Paul Bird	4	5	Yes
21.42	Nick Wood	5	7	Yes
19.18	Chris Thompson	6	9	Yes
15.95	Toby Harris	7	3	No
15.15	Alan Spencer	8	5	Yes
14.04	Bradley Hobday	9	3	No
13.39	Ian Cameron	10	3	No
13.00	Stephen Dummett	11	3	No
12.90	Lisa Selby	12	3	No
12.60	Martin Corfield	13	3	No
11.36	Cherry Robinson	14	7	Yes
11.19	Pete Goodman	15	2	No
10.18	John Corfield	16	3	No
9.74	Martin Emsley	17	2	No
9.67	Mal Allen	18	2	Yes
9.67	Donny Allen	18	2	Yes
9.29	Ken Robson	20	2	Yes
9.29	Dave Bence	20	2	Yes

## Marshals Championship 2010 - Prepared by Chris Thompson

POINTS SCORED	ENTRANT	POSITION	No. OF EVENTS
10	Dick Craddy	1	4
7	Mal Allen	2	5
7	Nick Wood	2	4
6	Bob Hart	4	2
6	Cherry Robinson	4	4
5	Dave Bence	6	2
5	Donny Allen	6	3
5	Tim Murray	6	4
4	Lesley Hart	9	2
4	Martin Baker	9	2
4	Simon Child	9	2
3	Andy Moss	12	2
3	Mark Benstock	12	1
3	Mary Craddy	12	2



# BRISTOL TWO CLUB SPRINT - COLERNE

Monday the 30th August 2010



We were lucky enough to have very pleasant weather at Colerne for the Two Club Sprint. The warm weather certainly made the surface nice and grippy and everyone seemed to have an enjoyable day. Despite the ideal weather the event only saw one new class records set - Ian Parr taking the B3 record in his Sylva Riot with a time of 76.11 seconds.

Among the notable BPMC performances were class wins for Bradley Hobday in the Renault Clio and Pete Goodman in the Lotus Elise - Pete's performance was also good enough to win him the trophy for best BPMC member on class index.

Grahame Harden was out in the Jedi Mk6 and managed 2nd in class. Other club members to receive 2nd in class awards included Ian Cameron in the Mallock, Steve Dummett in the 1380 Mini, Tony Thorp in the Caterham 7 and Andy Moss in the Westfield.

With the Darrian out of action Ian Hall was double driving Matthew Johnson's Mitsubishi EVO and after a close battle with Matt Nichols in the Renault Megane, he picked up a second in class in an unfamiliar car. Toby Harris managed second in class in the Ford Puma which had suffered an usual problem earlier in the day - a fault with a lock prevented the door from closing and Toby and Lisa had to take an unscheduled trip home to replace the door with a spare, before returning to the event just in time to practice.

As always one of the highlights of this event is the top twelve run off for the British Championship. This year Nick Algar took the honours in his Gould with a time of 62.64 - this was actually slower than his time during the earlier runs when he managed a 62.16. Terry Holmes in the Lola Judd was second - just over two tenths of a second slower. Unfortunately we did not get to see the impressive Pilbeam MP88 of Stewart Robb in the run off, as he retired with mechanical problems.

A very enjoyable event, that went smoothly and seemed to be enjoyed by all involved - we also received some nice feedback from competitors. There was a strong BPMC presence in the official roles - the clerking team comprised Bob Hart and deputy Martin Baker, Dick Craddy as always did an excellent job of the secretarial duties. Dave Bence did a great job as entries secretary ( his first time in the role ) and was assisted with results on the day by Simon Moss and Mary Craddy. Radio control was handled by Leslie Hart and Tim Murray and of course Mal Allen did a great job of organising the start crew. Finally thanks to all the members from both clubs who turned out to marshal - we could not run the event without you - many thanks to all of you who once again contributed to an excellent days motorsport.



# Bristol Two Club Sprint Colerne

Monday 30th August 2010

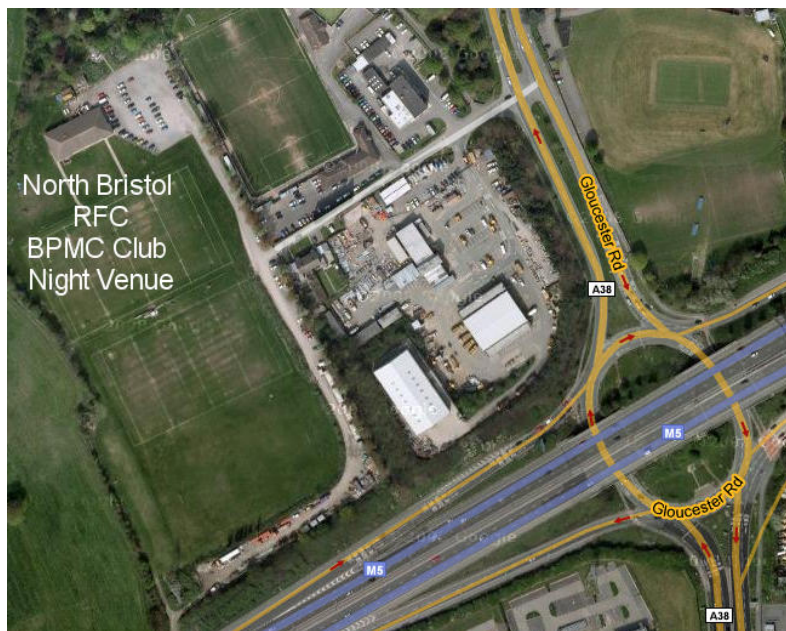
Photos by Andy Moss











## Club Night Directions

North Bristol RFC

Almonsbury Bristol

Exit M5 at Junction 16.

Arriving from the south, take the left exit lane. Turn left at lights and venue is 150 metres on left-hand side.

Arriving from east, take right-hand lane on slip road. Take 3rd exit. After

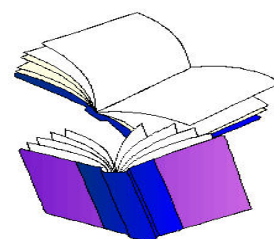
approx 150 metres, turn left before Police HQ. Continue past the Gloucester Football Association building. At T junction, turn right into North Bristol RFC.

Online Books, Videos, CDs, DVDs

Visit the bookshop

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

The Amazon site sells books, videos, CDs, DVDs etc



## Website updates this month

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

- We have recently add photos from the August Treasure Hunt and the Castle Combo Tuition and Track Day.
- The MSA now has a new publication called MSA News which is designed to keep the UK motor sport community updated monthly with the work of the governing body by providing a dedicated communications channel through which to disseminate important announcements. You can find the latest edition @ [http://www.msauk.org/uploadedfiles/newsletter/MSA\\_News\\_04\\_0810.pdf](http://www.msauk.org/uploadedfiles/newsletter/MSA_News_04_0810.pdf)
- Don't forget about the new forums section on the website @ [www.bristolpegasus.com/forums](http://www.bristolpegasus.com/forums)

# HEDTEC.CO.UK

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



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

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

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

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

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

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

**motorsport-events.com** 



# BPMC Karting Endurance Challenge

Thursday 18th November 2010

The event will be held at The Raceway, Avonmouth, Bristol BS11 9YA. Full details of the track layout and directions how to get there can be found at

[www.theraceway.co.uk](http://www.theraceway.co.uk).

Alternatively, telephone 0800 376 6111.



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

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

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

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

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

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

Please organise your team of five drivers and come up with a suitable team name. Send all of your team details along with a cheque for £175 payable to **Bristol Pegasus Motor Club** to:



Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP

Tel: 07900 007747 Email: [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

If you can not raise a team of five but would still like to drive, Andy Moss will co-ordinate single entries from the club - Simply send your cheque for £35 made out to Bristol Pegasus Motor Club to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. Please do this ASAP as once places are gone your cheque will be returned.

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

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

Tom King	Vettel	Webber	Red Bull	Williams	Red Bull	British	1081
Dave Cutcliffe	Alonso	Webber	Ferrari	Red Bull	Hispania	Bahrain	1078
Jonathan Prestidge	Alonso	Vettel	Red Bull	Williams	Ferrari	British	1025
Tim Murray	Alonso	Vettel	Red Bull	Williams	Ferrari	Belgian	1025
Elisabeth Lewis	Alonso	Vettel	Red Bull	Renault	Renault	Monaco	1015
Paul Bird	Alonso	Trulli	Ferrari	Red Bull	Red Bull	British	1010
James Page	Alonso	Vettel	Red Bull	Sauber	McLaren	Spanish	987
Rex Meaden	Alonso	Vettel	Red Bull	Sauber	McLaren	German	987
Chris Thompson	Alonso	Vettel	Red Bull	Williams	Mercedes	German	939
Ian Hall	Alonso	Hamilton	Lotus	Red Bull	Ferrari	Monaco	919
Greg Parnell	Alonso	Webber	Ferrari	Williams	Ferrari	Italian	912
Caroline Meaden	Hamilton	Webber	Red Bull	Williams	India	Canadian	886
Brian Hobday	Alonso	Hamilton	Red Bull	Williams	India	British	880
Ross Willing	Alonso	Hamilton	Red Bull	Williams	India	British	880
Stuart Morgan-Nash	Alonso	Hulkenberg	Ferrari	Red Bull	Williams	German	879
Helen Davies	Alonso	Hamilton	India	Red Bull	Williams	Monaco	867
Andrew Burgess	Alonso	Hamilton	India	Red Bull	Williams	Monaco	867
Bradley Hobday	Alonso	Hamilton	Red Bull	Williams	Sauber	British	865
Dick Craddy	Alonso	Hamilton	Red Bull	Williams	Sauber	Monaco	865
Martyn Davies	Alonso	Vettel	Ferrari	Rosso	Ferrari	Italian	864
David Garnett	Hamilton	Vettel	India	Red Bull	Sauber	British	849
Donny Allen	Alonso	Vettel	Ferrari	India	Renault	Turkish	848
John Page	Alonso	Hamilton	Hispania	Red Bull	Mercedes	Australian	848
Ken Robson	Rosberg	Vettel	India	Red Bull	Mercedes	Malaysian	819
Matthew Johnson	Alonso	Vettel	Ferrari	Lotus	Mercedes	German	783
Mike Marsden	Alonso	Vettel	Ferrari	Lotus	Mercedes	Monaco	783
Tony Thorp	Alonso	Massa	Ferrari	Sauber	Ferrari	Bahrain	781
Martin Emsley	Hamilton	Trulli	Red Bull	Williams	Ferrari	Malaysian	755
Simon & Laura Moss	Hamilton	Massa	Lotus	Red Bull	Renault	Singapore	749
Victoria Phillips	Hamilton	Massa	Lotus	Red Bull	Renault	British	749
Manisha Thorp	Hamilton	Hulkenberg	Red Bull	Williams	Ferrari	British	747
Lisa Selby	Button	Hulkenberg	India	Red Bull	Ferrari	British	741
Charlie Emsley	Alonso	Schumacher	India	Red	Williams	British	711
Chris Lewis	Button	Massa	Red Bull	Williams	Lotus	Brazilian	709
Judith Bird	Button	Massa	Red Bull	Williams	Lotus	Hungarian	709
Sharon Reynolds	Schumacher	Webber	Red Bull	Virgin	Sauber	Abu Dhabi	708
Alyson Marsden	Alonso	Hamilton	Ferrari	Rosso	Virgin	Australian	701
Richard Grove	Kobayashi	Vettel	Ferrari	India	McLaren	Japanese	699
Ann Farrow	Hamilton	Vettel	Lotus	Renault	Ferrari	Italian	696

Richard Reynolds	Button	Massa	Red Bull	Rosso	Williams	Australian	693
Matthew Grove	Schumacher	Vettel	Lotus	Red Bull	Renault	Abu Dhabi	691
Toby Harris	Schumacher	Vettel	India	Red Bull	Rosso	Spanish	685
Mary Craddy	Button	Vettel	India	Williams	Ferrari	Italian	665
Steve Clark	Hamilton	Vettel	Renault	Williams	India	Abu Dhabi	657
Jenny Hall	Hamilton	Vettel	Renault	Rosso	Renault	Monaco	649
Richard Ibrahim	Kobayashi	Vettel	Ferrari	Williams	Mercedes	German	640
Joanna Prestidge	Hamilton	Sutil	Ferrari	India	India	European	611
Debbie Grove	Hamilton	Senna	Ferrari	Lotus	Ferrari	British	599
Liz Ibrahim	Kobayashi	Kubica	Sauber	Williams	Sauber	Brazilian	515
Joe Robson	Hulkenberg	Schumacher	Red Bull	Sauber	Mercedes	Monaco	508
Andrew Moss	Glock	Rosberg	Mclaren	Williams	Lotus	Belgian	449
Pete Stowe	Kovalainen	Rosberg	Mclaren	Sauber	Williams	British	448
Coralie Thompson	Liuzzi	Schumacher	Ferrari	Virgin	Ferrari	German	446
Trevor Newman	Petrov	Trulli	Mclaren	Renault	Rosso	Turkish	443
Bill Farrow	Barrichello	Hamilton	India	Williams	Mercedes	Japanese	442
Claire Burgess	Schumacher	Senna	Ferrari	Williams	India	Belgian	404
Mal Allen	Glock	Hamilton	Lotus	Mercedes	India	Korean	381
Alex Wooldridge Smith	Hamilton	Schumacher	Lotus	Williams	Renault	Belgian	367

## BPMC polo or sweatshirts

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

alanspencer@orange.net 01179 712587 Poloshirts £6.50 each and sweatshirts £10 - a bargain!



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

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



# **This Month**

## **Monday 11th October - BPMC club night**

**Table-top rally/navigation tuition session - Bring OS map 172 (Bristol and Bath) - Further details from Martin Baker. For those who don't need to brush up their navigation skills come along for drink and a chat**

## **Saturday 16th October - Pegasus Sprint - Castle Combe**

**If you have not entered please consider marshalling - contact Ian Hall on 01225 892278. Volunteers get a voucher for lunch in the Tavern restaurant.**

## **Saturday 23rd October - Extra Event**

**Castle Combe Track Session - Stroke Association Day**

**Enjoy a 20 minute track session for just £30 - more details inside**

## **Friday 29th October - Navigational Scatter**

**Start will be the lay-by on the A37 at Hursley Hill - map 172**

## **Sunday 31st October - The Chepstow Auto Challenge**

**An all forward Autotest at Chepstow Race Course**

**An excellent venue and only 20 minutes journey from the Almondsbury interchange junction of the M4/M5. A timed test around an easy to follow course, if you enjoy Autosolo you will enjoy this event - no gearbox-crunching reversing - great fun**

**Entry fee only £25. Any road car is suitable.**

**No competition licence, overalls or helmet needed.**

**NOTE - Entries will be allocated on a first come first served basis - and are filling up fast - get your entry in now to secure a place.**

**Entry details on the club website or contact Andy Moss 0117 904 1841 [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)**

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

**Rodney Gooch from Castle Combe Circuit**

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

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