

# Backfire

**Bristol Pegasus Motor Club Magazine**



**October 2014**

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**Circuit De Bretagne 8<sup>th</sup> & 9<sup>th</sup> August 2014**

**Remember When ?**

**Backfire**

# Chairman's Chat

By Andy Moss



Once again we have an excellent entry for the Pegasus Sprint and it looks like we will again be oversubscribed. Hopefully we can accommodate all the club members and championship contenders who have entered, but unfortunately it does look like we will have to disappoint some entrants which is always a shame. This year we have a new chief marshal with Cherry Robinson taking on this very important role. We also have a new Secretary for the meeting - Dick Craddy has taken on this role and of course brings a wealth of experience to the role having acted as Secretary at Colerne for many years.

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 !

It was brilliant to return to the clubs spiritual home at Rolls Royce for our September Gymkhana. Alan Spencer did a brilliant job of organising an event that was a lot of fun, and a great example of what club motorsport is all about. For a fiver you could take part in a competitive event in your ordinary road car, with no need for helmet, overalls, licences or any other hassle, just turn up sign on and have a lot of fun. This type of event must be the best kept secret in motorsport. When I see people spending a fortune to do a non competitive track day or hear complaints that sprinting or racing is too expensive or has too many rules and regulations, I just can't understand why more people don't join in with this sort of event. There are pictures and a report later in Backfire, but it just remains for me to thank everyone who helped organise a good club motorsport event.



Looking forward, as well as the Pegasus Sprint we have our October club night. The plan is to make this a social along with some entertaining film of motorsport thrills, spills and crashes.



The week before the Pegasus we have an invite to the MG Car Clubs Production Car Trial at Chew Stoke, an event that I know quite a few Pegasus members plan to attend. In the past this has been a really good event, and well worth entering for a fun day out. Most road cars are suitable for this fun introduction to trialling.

At this time of year we begin to start thinking about planning events for 2015 – the first draft of the calendar is being compiled as we have to submit it to various organisations to try to avoid too many date clashes. Many of our 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. One of the best first events for someone to have a go at organising is one of our summer Treasure Hunts. Last year these were mostly organised by the committee members, and this is something we want to avoid next year – if we can get a few new people to have a go it will free up some time to allow the other events to continue. So if you have not organised an event before or if it has been a while since you have, please get in touch ( [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or 0117 9041841 ). We will pencil you a date in and give you a full pack of information showing what you need to do – you have over six months before the first one so there's plenty of time !

## Editorial

Welcome to the October edition of Backfire. I have enjoyed another brilliant months motoring which included visiting the Brighton Speed Trials for the first time, a fascinating visit to the Bloodhound SSC project, a couple of classic car meetings and taking part in the Gymkhana in the Rolls Royce Car park, where I had great fun winning the unofficial bare foot award. Yesterday I attended my first all electric Greenpower Challenge race meeting at Castle Combe where BPMC member Ben Goodman flew the Pegasus colours to finish 10th in the senior and the Mangotsfield sister Junior car finished ninth in one of it's two races.

I now look forward to the Formula 3 500 cars competing for our Bristol Aeroplane Company Motor Sports Club Challenge Trophy at Castle Combe this weekend and marshalling on the Pegasus Sprint on the 18th. Note those collapsible plastic benches on the Castle Combe marshalls posts appear to have been removed, but they do not appear to have been replaced, so if your kindly volunteering to marshal at the Sprint bring a portable seat for when you are stood down.

I look forward to rounding out the month with our factory Mini visit, hope to see some of you along the way. Wishing you all a safe months motoring.

**Ralph Colmar**

e-mail: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)





# Forthcoming Events

**Deadline for Next Backfire: 25th October 2014**

**We are looking for members' contributions to Backfire**

**Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

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

## Castle Combe Autumn Classic - Sunday 5th October

Bristol Pegasus MC at the Castle Combe Autumn Classic race meeting, Sunday 5th October.

The Club has a significant involvement at this meeting, and in addition to providing the winners' trophy for the 500cc Formula 3 race, has it's own stand displaying members' classic cars.



For race and display details plus latest news visit

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

## Monday 13th October - Club Night 8.30pm

### Room 7 - BAWA Southmead Road Bristol

For our October club night we will be having an informal social along with some entertaining and amusing film of motorsport thrills, spills and crashes.

## Saturday 18th October Marshals Required Pegasus Sprint - Castle Combe

All help from volunteer marshals will be much appreciated for our annual sprint at Castle Combe, in return for your much appreciated time you will receive a lunch voucher for the excellent Tavern.

If you would like to know more please contact Nick Wood on 0778 693 6941.

# Exclusive Club Trip - Mini Factory Visit



**We will be visiting the Mini factory in Oxfordshire on Wednesday 29<sup>th</sup> of October at 1pm – places are limited to 30 on a first come first served basis. We will travel up by car and have arranged a discounted price for the visit of just £10**



**If you would like to reserve your place contact Andy Moss – [andy@mosssdata.co.uk](mailto:andy@mosssdata.co.uk) or 07710 000144**

**Unfortunately children under the age of 14, and people with pacemakers are not permitted in production areas for safety reasons.**

**This visit is now full - a reserve list has been started please e-mail [andy@mosssdata.co.uk](mailto:andy@mosssdata.co.uk)**

**If you have already put you name down we are now starting to collect payment - please send a cheque for £10 per person made payable to Bristol Pegasus Motor Club along with your name and contact information to 80 Meadow Way, Bradley Stoke Bristol, BS32 8BP**

## Invitations

### **Oxford MC Auto Solo Sunday October 5th.**

Oxford MC are holding our Autumn Boenerges Autumn Autosolo on Sunday October 5th at MoD Arncott, near Bicester. The event will be rounds of the CMSG, BTRDA and ASWMC Autosolo championships.

With a maximum field of 45 we expect the last few places to fill quickly. If you need championship points don't delay in getting your entries in.

The event is based at the same venue as our spring Autosolo. It is an active MoD base and there are security criteria to meet that are explained in the regs so please read, on the plus side the base canteen, adjacent to the test site, is open for us, serving breakfast and lunch with hot & cold drinks throughout the day so no need to pack the sandwiches. We hope you can join us at this new venue and enjoy your days motorsport.

Regs & entry form are on the Oxford MC website where you can see the current entry list.

Shirley Blackwell, OMC AutoSolo Entries Secretary, Home: 01788 339500  
Mobile: 07842 205453, Email: [shirleyblackwell@btinternet.com](mailto:shirleyblackwell@btinternet.com)

### **Sunday 12th October - MGCC SW Production Trial**

BPMC members are invited to the MGCC SW production trial at Pagans Farm, Chew Stoke, Bristol, Map Ref 172/558628, courtesy of Tony and Sally Baker.

The entry fee in advance is £10 (£12 on the day). All entries must be made on the official entry form accompanied by the appropriate fee.

The Secretary of the Meeting to whom all entries must be made is :  
Mr B. M Weston, 19 Compton Road, South Cadbury, Yeovil, Somerset BA22 7EZ  
Tel : ( H ) 01963 440941 ( B ) 01747 823232 ( M ) 07929 497 408 : ( E )  
[bruceweston@tiscali.co.uk](mailto:bruceweston@tiscali.co.uk)

### **Tuesday October 14th 2014 - Stuart Turner evening**

Tuesday 14th October 2014 at the White Horse Country Park, Westbury, Wiltshire, BA13 4LX at 20.00hrs. Tickets cost £7.50 or £10 on the door.

The Bath Motor Club is organising an evening with Stuart Turner who has become renowned for his amusing, modest and laconic style of public speaking. All proceeds to the 'Motorsport Safety Fund' and the 'Wiltshire Air Ambulance'



# Bristol Pegasus Fantasy Formula One 2014

## Results After Singapore Grand Prix



Following the Italian and Singapore Grand Prix, the top spots of our F1 championship remain the same with Mike Marsden opening up a slightly bigger gap between himself and Mark Elvin who is closely followed by Tim Murray in third.

MIKE MARSDEN	MASSA	ROSBERG	MERCEDES	WILLIAMS	WILLIAMS	581
MARK ELVIN	BOTTAS	ROSBERG	INDIA	WILLIAMS	MERCEDES	554
TIM MURRAY	ALONSO	PEREZ	MERCEDES	WILLIAMS	WILLIAMS	525
ANN FARROW	BUTTON	HULKENBERG	MERCEDES	WILLIAMS	MCLAREN	486
MARTYN DAVIES	HULKENBERG	RICCIARDO	MERCEDES	WILLIAMS	CATERHAM	483
MARTIN EMSLEY	BUTTON	HAMILTON	INDIA	WILLIAMS	MERCEDES	481
NICK WOOD	KOBAYASHI	MAGNUSSEN	INDIA	MERCEDES	MERCEDES	478
MARK NIBLETT	KOBAYASHI	MASSA	MCLAREN	MERCEDES	MERCEDES	477
RICHARD IBRAHIM	MASSA	RAIKKONON	MERCEDES	WILLIAMS	MCLAREN	472
JEFF OAKLEY	HAMILTON	MASSA	MCLAREN	WILLIAMS	MERCEDES	472
MATTHEW JOHNSON	GROSJEAN	HULKENBERG	MERCEDES	WILLIAMS	MCLAREN	448
PETE STOWE	ALONSO	BOTTAS	INDIA	MCLAREN	MERCEDES	433
CHARLES ALEXANDER	ALONSO	BOTTAS	FERRARI	WILLIAMS	FERRARI	430
BOB BULL	BUTTON	MASSA	MCLAREN	WILLIAMS	MERCEDES	429
MAL ALLEN	HAMILTON	MASSA	INDIA	MCLAREN	MERCEDES	427
MARY CRADDY	HAMILTON	MASSA	FERRARI	WILLIAMS	INDIA	420
DOMINIC BENNETT	HAMILTON	MASSA	FERRARI	WILLIAMS	MCLAREN	410
BILL FARROW	HAMILTON	PEREZ	MCLAREN	WILLIAMS	REDBULL	406
DICK CRADDY	BUTTON	ROSBERG	MCLAREN	WILLIAMS	FERRARI	404
CHRIS THOMPSON	BUTTON	MAGNUSSEN	MCLAREN	WILLIAMS	MERCEDES	398
HELENA SARSTED	BUTTON	MASSA	MCLAREN	MERCEDES	CATERHAM	396
ALYSON MARSDEN	BUTTON	HAMILTON	MCLAREN	WILLIAMS	INDIA	385
ROSS WILLING	MASSA	VETTEL	MERCEDES	ROSSO	CATERHAM	382
ANDREW MOSS	BUTTON	HAMILTON	MCLAREN	WILLIAMS	MCLAREN	375
KEN ROBSON	BUTTON	HAMILTON	MCLAREN	WILLIAMS	MCLAREN	375



CHRIS BENNETT	MASSA	RAIKKONON	FERRARI	WILLIAMS	FERRARI	367
DONNY ALLEN	MASSA	VETTEL	FERRARI	WILLIAMS	MCLAREN	365
HELEN DAVIES	MAGNUSSEN	MASSA	INDIA	REDBULL	WILLIAMS	363
ALISON BENNETT	BUTTON	HAMILTON	SAUBER	WILLIAMS	REDBULL	353
JOHN PAGE	RAIKKONON	VETTEL	MCLAREN	WILLIAMS	WILLIAMS	353
RICHARD REYNOLDS	ALONSO	BUTTON	MCLAREN	WILLIAMS	MCLAREN	346
SHARON REYNOLDS	CHILTON	VETTEL	MERCEDES	ROSSO	MARUSSIA	346
ADE JONES	HULKENBERG	VETTEL	FERRARI	WILLIAMS	SAUBER	340
MARK WILLIAMS	HAMILTON	RAIKKONON	LOTUS	WILLIAMS	WILLIAMS	330
CHARLIE EMSLEY	BUTTON	HULKENBERG	FERRARI	MCLAREN	WILLIAMS	327
SIMON MOSS	HAMILTON	MAGNUSSEN	INDIA	MCLAREN	MCLAREN	322
CHARLES ALEXANDER	ALONSO	BOTTAS	SAUBER	ROSSO	WILLIAMS	310
MICHELLE RADCLIFFE	MASSA	VETTEL	FERRARI	ROSSO	MCLAREN	276
STEVE CLARK	BUTTON	MASSA	INDIA	LOTUS	REDBULL	262
JOE ROBSON	RAIKKONON	VETTEL	INDIA	MCLAREN	CATERHAM	258
AUDREY KING	HAMILTON	MAGNUSSEN	MCLAREN	SAUBER	ROSSO	240
LIZ MOSS	MAGNUSSEN	ROSBERG	LOTUS	MCLAREN	MARUSSIA	221
MARTIN BAKER	HAMILTON	VERGNE	LOTUS	MCLAREN	ROSSO	216



## ***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**



# **Bloodhound SSC Land Speed Record Car Club Visit**

## **Monday 8th September 2014**

With many club members taking an interest in the 1000 mph Bloodhound Land Speed record attempt when club member and Bloodhound design engineer Mark Elvin came to give us a talk at our club night in late 2012 it seemed the right time to organise a trip to the Bloodhound facility in Avonmouth now the build of the 7 and half ton car is underway.

We had 15 IAM members join us and ended up with an impressive party of 60 for the evening of the visit. Each person made a £10 contribution so we handed over a cheque for £600, a tiny part of a total projected cost of some £40 million, but as they say "Every little helps".

The Bloodhound team made us very welcome with refreshments before the talk which would be the first part of the evening. The talk gave us an introduction to the history of Richard Nobles Land Speed Record exploits and told how Richard's first Thrust car had ended up scrapped after a crash in testing. He immediately moved onto Thrust 2 which broke the Landspeed record in October 1983. Thrust 2 is on display at Coventry motor museum and features our club badge that found it's way onto the steering wheel following a visit from Richard.

With an, ultimately unsuccessful, American attempt to break the Thrust 2 record under way in the mid 90s, Richard returned to Land Speed Record breaking opting to concentrate on running the team rather than driving. RAF tornado pilot Andy Green was selected as driver following a rigorous selection process. Thrust SSC set a new record at 763 mph to become the first Supersonic record holder, in 1997, ensuring the Land Speed record would be staying in British hands.

The current attempt got underway in 2008 after Richard approached the MOD to "borrow" a current Rolls Royce EJ200 military jet engine from the Eurofighter which had only just entered service. The initial request was refused until Richard agreed to help, Minister of Science Lord Drayson, inspire a new generation of youngsters to get involved in innovative engineering that is vital to the country.

The project has three EJ200s, we were shown the flight test engine which is unlikely to be used for the record attempt. The other two have too few flight hours left to be airworthy, but are perfect for the short bursts required by Bloodhound.

The jet power, projected to propel the car to 300 mph, will be supplemented by an HTP, same stuff people use to change the colour of their hair, rocket designed by Daniel Jubb of the Falcon Project that is being developed and built by Norwegian defence contractor Nammo.

The first Bloodhound tests are projected for next year with a record attempt shortly after scheduled to take place in on the Hakskeen Pan in the Mier area of the Northern Cape, South Africa where a track 12 miles (19 km) long, 2 miles (3.2 km) wide has been cleared by hundreds of locals by hand in return for their villages first fresh running water supplies.



# Bloodhound SSC Pegasus Club Visit





## 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!

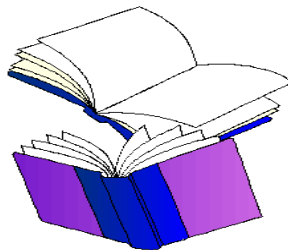


**Sweatshirts & polo shirts are available in the following colours and sizes:**

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](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**

**All commission to Wiltshire Air Ambulance**

## Castle Combe Dates

Saturday 4th Oct	Grand Finals Championships Race Day
<b>Sunday 5th Oct</b>	<b>Autumn Classic</b>
Saturday 11th Oct	Audi Driver International Track Day
<b>Saturday 18th Oct</b>	<b>Bristol Pegasus Motor Club Sprint</b>
Saturday 25th Oct	Stroke Association Supercar Saturday



### Castle Combe Circuit's best ever Classic Meeting

What could be the best meeting in its 64 year history will be a day to delight, when the Castle Combe circuit hosts its 3rd 'Bristol Forklifts and Heritage Insurance Autumn Classic' on Sunday October 5th.

Eight fabulous races complemented by a plethora of rare and interesting historic display cars, celebrity guests and drivers, owner's clubs and a period atmosphere, which should have young and old watering at the mouth.

Corsham resident and Pink Floyd drummer, Nick Mason is showing off his legendary Maserati 250F, alongside his Maserati T61 'Birdcage, occasionally raced by Marino Franchitti, husband of Mason's daughter, Holly.

Le Mans winner Andy Wallace will be driving a D Type Jaguar in the Norman Dewis Trophy race in first visit to the circuit for 30 years.

The 'Healey Driver International Invitation race for Big Healeys' has a number of European entries and a very strong West Country flavour with John Chatham's Le Mans Healey, 'DD 300', which was a regular winner at Combe in its day.

500cc Formula 3 cars will be competing Bristol Aeroplane Company Motor Sports Club Challenge Trophy race.

Bristol Forklifts owner Julian Bronson, will be demonstrating his rare front engined Scarab Grand Prix car, fresh from his pair of wins at Spa.

Other demonstrations include a 1905 'World Land Speed record' Fiat, complete with 16.5 litre engine, the ex Bob Gerard Cooper Bristol Formula 1 car.

The largest collection of Bristol cars ever gathered together will be celebrating the 60th anniversary of Bristol's 1954 Le Mans 1-2-3 class victory, the sole

surviving team car joining the demonstration in a rare outing.

Another once proud local car manufacturer, Horstman, will be represented with 2 cars built in the City of Bath .

To celebrate this 80th anniversary of finishing 2-3-5-6 at Le Mans in 1934 , the Riley Register will feature a display of pre-war Rileys in 'Heritage' Club Avenue .

Sunday's events get under way with qualifying at 08-30, the first race starting at 12.45. One of the great joys of the day is being able to wander around the paddock and unlike many other events, there is no extra charge for doing so. Main admission prices are £15 for Adults and £10.00 for those over 65, with accompanied children under 17 admitted free. For further information, visit the dedicated website, or on Facebook or Twitter.

## **Renishaw Castle Combe Heat Greenpower 28th September**



Congratulations to Bristol Pegasus Member Ben Goodman who finished 10th in the F24+ race aboard the MPH+ entered by Magnotsfield School.



# A1 Auto Collectables



**We stock a large range of auto memorabilia including;**

- Grill badges
- Old signs, Banners and Posters
- Car brochures
- Motor sport programmes, year books and Trophies
- Old oil tins and bottles
- Books, workshop manuals and parts catalogues
- Period car accessories, Tools and garage equipment
- AA and RAC memorabilia

Take a look at our events page to see what shows we are attending next year at [www.a1autocollectables.co.uk](http://www.a1autocollectables.co.uk)

10% of all sales to motor club members will be donated to Pegasus Motor Club's chosen charity.



**2014 Club Championships**  
**Prepared By Chris Thompson**  
**Clubmans Championship**  
**Top Ten as of 31st July 2014**



'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Chris Thompson	22.92	6	Yes
2	Alan Spencer	18.96	5	Yes
3	Andy Moss	13.38	4	Yes
4	Danny Castleton	10.67	4	No
4	Martyn Davies	10.54	2	Yes
6	Mark Astin	9.57	2	Yes
7	Liz Moss	9.08	2	Yes
8	Ralph Colmar	7.79	4	Yes
9	Pete Goodman	7.42	2	Yes
10	Martin Watts	5.38	1	No

**Pegasus Speed Championship 2014**  
**Prepared By Cherry Robinson**

Position	Name	Total Point	No: of Events
1	Dave Foster	43.84	9
2	Mark Everett	26.05	5
3	Pete Goodman	20.51	5
4	Trevor Hartland	8.83	3
5	Adrian Jones	7.00	2

# Marshals Championship

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Dick Craddy	3	1
1	Mal Allen	3	1
1	Tim Murray	3	1
4	Andy Moss	2	1
4	Donny Allen	2	1
4	Liz Moss	2	1
4	Pete Goodman	2	1

## 2014 BPMC Calendar

Latest event information and date changes in Bold

Sun 5th Oct	All Day	Autumn Classic	Club display at Castle Combe Classic Race Meeting
Mon 13th Oct	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Sat 18th Oct	All Day	Pegasus Sprint	Our Sprint at Castle Combe Circuit
<b>Wed 29th Oct</b>	<b>1pm</b>	<b>Mini Factory Visit</b>	<b>Club Trip to the Mini Factory in Oxfordshire</b>
Mon 10th Nov	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Thu 13th Nov	7pm	Karting	Our Indoor endurance Karting raising money Charity
Fri 14th Nov	All Day	NEC Classic Show	Club Trip to this impressive show at the NEC
Mon 8th Dec	8pm	Club Night - AGM	Our annual Buffet, prize giving and AGM
Mon 30th Dec	8pm	Christmas Meet	Post christmas informal get together

**For latest news visit**

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



# **Rolls Royce Gymkhana**

## **Sunday 21st September 2014**

After a gap of nine years the club returned to its spiritual home at Rolls Royce in Bristol for a Gymkhana event. As many will know the club was formed as the Bristol Aeroplane Company Motor Club and for many years took most of its members from British Aerospace and Rolls Royce.

For many years we ran Autotest events at Rolls but these came to halt when there was major redevelopment at the site. Rolls continued to support the club and have sponsored the ACE Tour making a contribution to the event charity each year.

With the works complete Pete Goodman put a lot of effort into getting us permission to run an event. We decided to make our first event a gymkhana format with an emphasis on having a fun Sunday afternoon, and at the same time reinforcing our long standing relationship with Rolls Royce.

So a very successful event, and whilst we appreciate the venue is very sensitive we hope we have shown we can run a low key event which causes minimal disruption for both those working on weekends and the surrounding residents and businesses. With venues being a challenge we really appreciate the help of Pete and everyone at Rolls Royce in making the venue available to us.

### **Gymkhana Results**

<b>Position</b>	<b>Driver</b>	<b>Car</b>	<b>Score</b>
1	Mark Hoppé	Vauxhall Tigara	28
2	Shawn Franklin	Ford Ka Sport	30
3	Ian Derwitt	Ford Puma	32
4	James Cardwell	Peugeot 205	46
5	Mal Allen	MGB GT	60
6	Andy Moss	Peugeot 107	61
7	Ralph Colmar	VW Golf IV Estate	72

Awards to the first three competitors will be presented at the Bristol Pegasus MC AGM on Deceber 8th. Competitors unable to attend should make their own arrangements for award collection.

With thanks to Rolls Royce PLC for generously allowing us to use their facility.

**Tim Murray, Results Secretary**

# Rolls Royce Gymkhana Photos by Pete Goodman





## Circuit De Bretagne 8<sup>th</sup> & 9<sup>th</sup> August 2014

For those stalwarts amongst us there are no surprises in store for us at the Circuit De Bretagne. This year however hurricane 'Big' Bertha was to spoil some of the 'best laid plans of mice and men'.

The sea crossing (Portsmouth – St Malo) Brittany Ferries went very well. Gathering up the regular band of musketeers, Graham, Ian, Plod, Nick (anything with a pulse), Dick and CV.

Fine food was consumed accompanied by excellent ivory tinkling from the corner of the bar which we 'inspected' after the meal.

The crossing was millpond calm, which assisted Dick getting in his nightly exercises of the vocal chords. Next day up at dawn for the 'full English' then debark and off trundling down the well trodden and very pleasant French countryside. Under 2 hours later we arrived at the famed 'Westhotel' at about 10 am (Dick having slept all the way).

We were able to deposit our bags and other (clinking) luggage in the room (first floor spiral arm of the galaxy), however were ejected from the bar and dining room by an irate staff member – for treading on the newly cleaned carpet!

Nothing for it but to sample the local wares and stock up on petrol etc. for the morrow!

Refuelling completed, lunchtime beckoned so we set off (on foot!!) up the road, where the 'Northern contingent' decided that the best bet would be to 'grab a bite' in the local supermarket / McDonalds while Dick and I tried the local 'leg over the wall' French restaurant (which was nearer and open!). Our meal was excellent with delicacies being accompanied with white wine.

The afternoon passed with greeting new arrivals at the hotel, signing on and a watchful eye on the progress of hurricane Bertha which threatened to engulf France/our hotel/and the circuit!!



That night all 5 musketeers made their way to the 'leg over the wall' restaurant where the economy set meal revealed its delicious delights. Unfortunately yours truly forgot to bring the rucksack bulging with lubrication fluids, so we had to settle for the endearing house red and white – hey ho, I was going to give it up anyway!

Next morning the storm hit as predicted and there was much checking of electronic devices to the effect that there may be a dry window for an hour

at 3pm. What joy. Needless to say there was no rush to get to the circuit (with an open car, with too many HP on slicks sitting the trailer).

As predicted the circuit sported rivers and lakes and only the adventurous (with lots of dashboard buttons to press) ventured out onto the circuit. I did manage to get a couple of rides in impressive tin tops – the first in Tim Evans Porky with 20” wheels and oodles of grip and poke, very impressive putting on the power coming out of the pre straight double apex through the river – without a slither or any untoward movement. The second ride was in Yan Havers now geriatric Porsche but being an excellent driver and joined to the hip to the machine, under steer was controlled with finesse and aplomb.

The rain did stop at 3 (after an impressive 2 hour lunch) so we tip toed round on slicks in the vain hope that a dry line would appear – but then it rained again so we packed up back to the hotel. It takes about an hour to change a hard / dry setting to soft and squidgy not to mention changing wheels—and we were on holiday!



That night, after a visit to the hotel bar we again visited the leg over the wall restaurant, this time suitably armed with liquid provisions, the more expensive menu satisfied everyone's tastes and was washed down with fine wines from the musketeer's cellar.



Up early next day for what proved to be a dry warm, but dull, day straight to the circuit. A quick briefing, fettling and then off on the dry trundle to test out the new slicks, experimental settings and ideas for new lines.

Once the rubber had bedded in we were booming with 'straight' apex at the end of pit straight, power on, tight into first of the paddock viewing areas, silly tight right hander then power in 3 down, right, left then double apex then out long flat down the back straight.

As a passenger in the rain I had seen indicated speeds of 145 mph here – but in the dry, passing all other chariots at speed – my instrument only registered 140 mph – either theirs are optimistic or mine is very pessimistic!

Anyway – after the right hand at the end of the straight the aiming point is the marshal sitting in his deckchair probably approached at 100-120 mph. The chap must have nerves of steel! Power on then through the/left/right left then onto the pit straight to do it all again – what joy!



Later on in the afternoon (after that infamous 2 hour lunch) we came upon a cherished red E Type Jaguar with two old farts aboard going round the esses in front, suddenly the boot flies open and stuff flies out in our paths.



We tried gesticulating and pointing, hoping they would look in their mirrors without any luck so we drew alongside on the straight and again tried to attract their attention with waving hands and pointing to their rear. All to no avail, so we popped into the pits to get the dreaded black flag deployed!

Our two old farts duly entered the pits, non-pulsed as to the commotion, they thought we were applauding their cornering abilities!! The other black flag of the day being a young porky driver whizzing round without a crash helmet on!

Finally we called it a day after much lappery and thoroughly knackered we loaded up and headed back to hotel for refreshment, our keg of Doom Bar and Barry's generous beer donations having nearly run out.



That night we were promised the usual, highly commended gala dinner and the musketeers duly gathered, poolside for advanced lubrication and to rehearse our special entertainment which we thought would be appropriate to both raise the tone of the evening and help Barry out, he was not looking too well and a bit 'down', so after Barry's pithy little post nosh

speech and the vote of thanks to the part time Bessarabian chef and his delightfully inedible Kangeraff steaks.

Our lavish entertainment extravaganza in the person of 'Doctor John' who knew all the verses of 'on ilkley moor bar tat' which he performed with gusto, only managing to miss out the most juicy verse 'I've been a courting Mary Jane'.

We then solemnly stood and gave them all the (published) verses of 'always look on the bright side' by Eric Idle, I think we brought the house down, it was difficult to see dodging all those leftover buns.

Some hardy soles then repaired to the bar for more chat and anecdotes, under the general heading of 'the older we get the faster we were'.

Next day dawned with the skirts of hurricane Bertha lashing at the windows as we munched breakfast and prepared for the three and a half hour trek to reach Caen by 4pm. The Northern contingent put the rest of us to shame by setting off at dawn, 'just to be sure of getting there'!

On the way back we tried our usual tack of mystery food venue finding – so at Junction 40 (never let us down yet) we popped off down a narrow straight (Roman style) road, after about 2 miles in the middle of nowhere stands this 'motel and restaurant' sign over a yellow and orange entrance, a gruff little swarthy peasant directs us into the rear where there is ample parking; inside there are many tables all laid immaculately and two seated guests. We broke their romantic hand holding moment with our order in English to a young waitress/owner who looked like she had walked straight out of a fashion magazine!

We Quickly found the lads at Caen and eventually boarded a much delayed ferry only to find it full of all the other boats/cats passengers as it was the only one big enough to face the storms and tempests!

Sat in our couchettes on deck 7 – facing the channel swell we waited for the crash as the leviathan breasted then crashed down into the trough of the swell; impressive to see the waves break over the prow and make the 7<sup>th</sup> level windows go dark with the spray.

Needless to say first the kids then the adults all let go with cries of 'more sick bags', bodies everywhere on the floor, blocking the corridors and stairs and loos; we decided not to chance an expedition to the A la Carte restaurant upstairs but instead toughed it out for the next 5 hours – what joy!

Got home at exactly midnight after yet another memorable adventure (well done Barry).



**Chris Varney, Photos Chris Varney & Dr John**



## Remember When ?



## Backfire

