

Backfire

September 2010

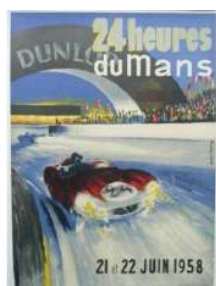


The Magazine of the
**Bristol Pegasus
Motor Club**

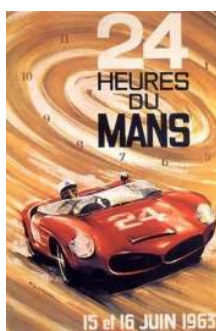
Cover: Bristol Pegasus Castle Combe Track Day 2010. The Zetec-engined Westfield shared by Jeffery Williams and Andrew Cuff braves a wet circuit



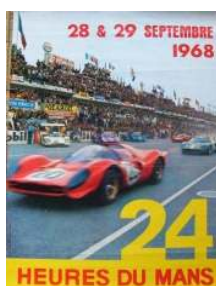
Monday 13th September
Our September club night is...
Le Mans Night



**Our September club night
will have a Le Mans theme**



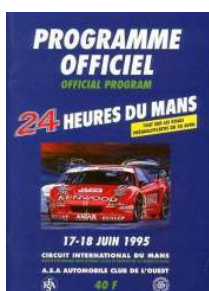
**8.30pm North
Bristol RFC**



We will have film of some of
the greatest periods in Le
Mans history on the big screen



We're asking members to bring programmes,
photos, etc from trips they've made to Le Mans. We
already have some interesting items lined up - how
many years have we been between us?



**Come along for
a great evening**

Monday 13th September - BPMC club night

Our September club night is... Le Mans Night

As part of our Le Mans theme we will have film of some of the greatest periods in Le Mans history on the big screen. We're asking members to bring programmes, photos, etc from trips they've made to Le Mans. We already have some interesting items lined up - how many years have we been between us?



Come along for a great evening from 8.30pm.

Saturday 18th September - Airbus Families Day Stand

There are still places available if you would like to bring your competition car along to display. If you would like to do this or help on the stand give John Corfield a ring (see details later in Backfire) and we will do our best to involve you in what looks like being an excellent display of club activities.

Saturday 16th October - Pegasus Sprint - Castle Combe

Entry forms are out and have been sent to past competitors and published on the website. As always if you have not entered please consider marshallng.

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.

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

Publication deadlines for next Backfire

October - 1st Oct / November - 29th Oct / December - 3rd Dec



CHAIRMAN'S CHAT

By Andy Moss

We had an excellent turnout for Nick and Cherry's August Treasure Hunt, with 10 cars running as well as a few people who came along for the social at the end. It was nice to go south of Bristol and take in some new roads. As well as an excellent picnic at the end, we were lucky enough to have the use of the paddock at the finish, and we had a few low-speed driving tests to add to the fun - thanks to John Puzey for allowing us to drive around his garden. At the beginning of the year, I made the comment we had a good turnout for our first Treasure Hunt, but we could get more for the next one. I am pleased to be able to say we improved on every event throughout the summer. Thanks to everyone who joined in the fun throughout the year.

Our Castle Combe track day was again a sell-out and remains as popular as it has ever been. We had a good mix of cars, and had both experienced and first-time drivers. Tony Smith did an excellent job of all the arrangements and was joined by Tim Murray and Mal Allen, who helped make sure everything went smoothly on the day - thanks to all. The only thing we couldn't arrange was the weather, and on seeing a wet morning I decided to leave the Westfield at home and bring my daily driver Ford Mondeo. The Ford is surprisingly good round the circuit for a family car and it was a lot easier to see where I was going than it would have been in the Westfield - if nothing else, it showed the club's long-time claim that you can enjoy most of our events in an "ordinary road car" is still true today.

Talking of opportunities to have a good low-cost day's motorsport in an ordinary road car, the entry forms are now out for our visit to Chepstow at the end of the month. This year's event will run as an All Forward Autotest, which means we have a fair amount of freedom over what we can run. As well as the classes for road cars, there will be a special class for non road cars, such as Autotest specials or untaxed cars, which can be trailed to the event. In the road classes, any road-legal tyre is allowed, again allowing as many of you as possible to come along and have a go. For those of you who enjoy the Solo format, the event will use a similar numbered cone / marker cone course layout, so no need to try to remember tricky courses and no gear-crunching reversing. The spirit of the event is all about having fun, so it should appeal to both expert and novice entrants.

The regulations are now also available for the Pegasus Sprint in mid-October, again an event firmly targeted at road cars. The event that re-introduced sprinting to Castle Combe remains as popular as ever with competitors, so make sure you get your entry in early. To help entrants do this in these difficult times, we have decided to make a small change in the way we handle entry cheques this year - we will not cash any cheques until the after the closing

date for entries on 28th September. This allows you to get your entry in straightaway but keep your money in the bank until the end of the month. As part of this change and to help competitors to know they have a place, earlier entries will also be selected on a first-come first-served basis, so make sure you get your entry in early.

Looking forward, Social Secretary Nick Wood is putting together a varied programme of events for the winter club night season. Things get under way with our Le Mans themed evening for September. Many of you will have gone to the '24 Heures' over the years and we're encouraging you to bring along your photos, programmes and other memorabilia, as well as having film covering several of the golden eras of the event on the big screen. It will be interesting to see how many years we have attended between us, and what items people bring along – we already have some interesting things promised. Among other evenings Nick is lining up for future months are a couple of guest speakers, a Navigation tutorial and table-top map session. There will also be a visit from the “Green Power” car from Mangotsfield School that club members Pete Goodman and Dave Cutcliffe helped to design and build and that we helped sponsor – perhaps this will be the first time we've had a whole car in the club meeting room!

During September we'll also have a big stand promoting the club at the Family Day at Airbus. John Corfield has put a huge effort into arranging a car for each decade from the 1930s to present, along with some specials representing different forms of motorsport. I think he is still looking for more cars – do any volunteers have something suitable ?

In terms of my own motoring activities, this time of year is MOT season – for some reason all of my cars have ended up being due between late August and early October. First up was the Westfield, which so far has managed to pass first time every year - it didn't let me down again this year. During September is the Mondeo, again normally not too many problems, followed by the Rover, which is normally a bit more of a challenge.

In October the Marlin is due for its second MOT under my ownership. I can't believe it's been a year since it was last done, and how many of the small jobs that were left to be done this time last year still aren't finished... It should get a few days' attention over the coming month, because I plan to do a trial or two in the near future.

Assuming the Rover manages to pass with no problems, I'm due to do the MSA Classic on October the 3rd – an event which I'm looking forward to. The route I'm on will be starting from Castle Combe, and have stops at Williams Grand Prix and Prodrive before ending up at Rockingham – with such an excellent route I hope the car makes it to the end!

2010 BPMC Events Calendar

This month & updates shown bold

Month	Date	Day	Event	Venue
Sep	13th	Mon	Le Mans Night	North Bristol RFC Almondsbury
Oct	11th	Mon	BPMC Club Night	North Bristol RFC Almondsbury
Oct	16th	Sat	Pegasus Sprint Castle Combe	Castle Combe Circuit
Oct	29th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Oct	31st	Sun	Autosolo	Chepstow Racecourse
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

Remember When



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
9.23	Tony Thorp	22	2	No
8.97	Mike McBraid	23	2	No
8.93	Alan Dillamore	24	4	No
8.17	Judith Bird	25	2	No
7.94	Tom Hartshorn	26	3	No
7.94	Merill Spooner	26	3	No
7.57	Lewis Bird	28	2	No
7.50	Grahame Harden	29	2	No
7.17	Steve Courts	30	3	No
6.75	Brian Hobday	31	3	No
6.55	Peter Williams	32	2	No
6.48	John Mearns	33	2	No
5.83	Simon Child	34	3	No
5.38	Martyn Mees	35	1	No
5.29	Michelle Rogers	36	1	No
5.24	Andy Steel	37	2	No

5.23	Ian Hall	38	1	No
5.18	Richard Hearnden	39	2	No
4.94	Tom Arnold	40	3	No
4.75	Mary Craddy	41	1	Yes
4.75	Dick Craddy	41	1	Yes
4.75	Julian West	41	1	No
4.57	Pete Devall	44	1	No
4.54	Matthew Johnson	45	2	No
4.44	Mike Williams	46	1	No
4.33	Nick Cook	47	1	No
4.00	John Murphy	48	1	No
3.55	Liz Moss	49	2	No
3.50	Paul Draper	50	1	No
3.50	Lyndon Barton	50	1	No
3.50	David Garnett	50	1	No
3.50	Colin Ladd	50	1	No
3.50	Bernie Humphrey	50	1	No
3.19	Alex Wooldridge Smith	55	1	No
2.67	Chris Clarke	56	1	No
2.56	Jonathon Harber	57	2	No
2.50	Richard Reynolds	58	1	No
2.50	Sharon Reynolds	58	1	No
2.43	Johnathan Prestidge	60	1	No
2.15	Adam Pemble	61	1	No
2.00	Steve Larcombe	62	1	No
1.94	Anthony Neville	63	1	No
1.63	Greg Parnell	64	1	No
1.56	David Greenaway	65	1	No
1.50	Charlie Emsley	66	1	No
1.45	Elen Worthington	67	1	No
1.00	Trevor McMaster	68	1	No
1.00	Steven Spencer	68	1	No
1.00	Phil Jones	68	1	No
1.00	Nigel Killerby	68	1	No
1.00	Johnathan Milne	68	1	No
1.00	John Bunting	68	1	No
1.00	Pam Henry	68	1	No
1.00	Martin Henry	68	1	No
1.00	Mike Bell	68	1	No
1.00	Roger Brunt	68	1	No
1.00	Richard Neate	68	1	No

Marshals Championship 2010 - Prepared by Chris Thompson

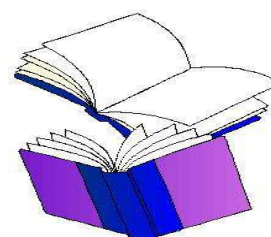
POINTS SCORED	ENTRANT	POSITION	No. OF EVENTS
10	Dick Craddy	1	4
7	Mal Allen	2	5
7	Nick Wood	2	4
6	Bob Hart	4	2
6	Cherry Robinson	4	4
5	Dave Bence	6	2
5	Donny Allen	6	3
5	Tim Murray	6	4
4	Lesley Hart	9	2
4	Martin Baker	9	2
4	Simon Child	9	2
3	Andy Moss	12	2
3	Mark Benstock	12	1
3	Mary Craddy	12	2
2	Alan Spencer	15	2
2	Bruce Morgan	15	2
2	Chris Thompson	15	2
2	Jeff Benstock	15	2
2	Keith Yeandel	15	2
2	Ken Robson	15	1
2	Paul Bird	15	1
1	Allen Harris	22	1
1	Carlie Hart	22	1
1	Carole Morgan	22	1
1	Dave Cutcliffe	22	1
1	Liz Moss	22	1
1	Mark Tooth	22	1
1	Pete Hart	22	1
1	Phil Turner	22	1
1	Sam Thompson	22	1
1	Simon Moss	22	1
1	Trevor Newman	22	1

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section at www.bristolpegasus.com

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



Shelsley Walsh - British Hillclimb Championship

22nd August 2010 by James Page

There are few motorsport arenas more atmospheric than Shelsley Walsh. Sadly, my visits these days are few and far between. The last time I was there was in 2005 for the hillclimb's centenary celebrations, and a great meeting it was too. The real eye-opener was seeing how much quicker the modern single-seaters were than in the late 1980s and early 1990s. When I stopped going regularly, the hill record was just under 26 seconds; the quickest guys these days are more than two seconds under that.



So Dad and I thought it was about time we made the short trip up the M5 for the August meeting. The car park was rammed with classics, including dozens of Alfas – there as part of the owners club's national day. They had a huge display of cars, but apart from rows and rows of Italian metal, there were plenty of other classics to have a quick look at, from MGB V8s to Lotus Elans to Daimler Darts.



The viewing at Shelsley is outstanding. We took the time to wander up the entire hill (which seems to be getting steeper as the years go by) and wherever we stopped we were right next to the action. The sensation of speed is unbelievable – if a driver drops it on the first half of the hill, it won't be a small accident.

The hill's only 1000 yards long, but the only straight worth the name is the run to

the finish line from the Esses. The rest comprises quick kinks and curves. Despite that, Martin Groves' record of 22.58 seconds translates to an *average* speed of 90mph. On Sunday, Ash Mason was timed going over the finish line at 150mph – even so, his time of 24.68 was eclipsed by others.

Scott Moran and Chris Merrick took joint top honours in the first run-off of the day, both recording a time of 23.53 seconds. In the second run-off, Deryk Young was looking quick until dropping it at Top Ess. In the time it took to clear the incident, the sun went in and the temperature dropped – with three cars left, Tom New's earlier climb of 23.45 looked safe. But no - Martin Groves wound himself up and delivered a 23.39, going through the speed trap before Bottom Ess at 132mph. Neither Chris Merrick nor Scott Moran could match that, and it was Groves who took FTD.



Derek Bell once described top-level hillclimbing as being like “Formula One up a garden path”, and he’s absolutely right. Shelsley’s worth a visit for any meeting, but if you get the chance to see the British Hillclimb Championship there, take it – you’ll be blown away.

Ecurie Shoestring quiz

1. How many rounds are there in the 2010 F1 World Championship?
2. In what year did Mike Hailwood make his famous comeback to the Isle Of Man TT?
3. What nickname was given to the BMC 1800 / 2200 range of saloon cars?
4. How many times did a Jaguar win Le Mans in the 1950s?
5. Name Sebastien Loeb's co-driver.
6. In what year did Keke Rosberg win the F1 drivers' championship?
7. What have Bernd Rosemeyer, Tazio Nuvolari and Ayrton Senna all got in common?

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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Haynes Motor Museum



Photos by Martin Emsley

ESCURSIONI

By Martin Emsley

First up, I must encourage you to get in touch and get in an early entry for the Auto Challenge on 31st October over the bridge at Chepstow racecourse (only 30mins from Bristol). We're 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.

I recently made the acquaintance of a '57-plate Peugeot 307 Hdi. Boy, was I surprised - in the past, I've felt smaller French cars to be quite flimsy and not confidence inspiring. This was very different - lovely seating position, very good ride and overall a very competent average car. The most surprising thing is how rapidly diesels have moved forward. The way this drove and sounded from inside and out, I would barely have known. Still didn't inspire me enough to think, 'yup, may buy one sometime in the future'.



Seems to me that Silverstone are not just putting a lot of effort into re-development and F1 but also into their annual Historic Festival. It continues to develop, quite rapidly, but in my opinion has some way still to go to recapture the glory days of the Christies and later Coys Historic Festivals. I don't think the formula 'on track' is quite there yet, though the facilities are much improved and the attraction and accommodation for car clubs is almost too much. One thing I that really

impressed me is the moving of the transporters off the area behind the pit garages and developing the pre-race 'collection area' behind. It made for a much better viewing area but is still quite dangerous with the number of pedestrians and vehicles moving about.

The selection of cars was simply awe-inspiring, and that was just the racers. I've never seen so many Lola T70s in one place - was sad not to see them race. One that took my eye was the very unusual Wolverine sports racer - hadn't heard of or seen it before. I believe it was an American backyard special of 1965, so would have been for SCCA sportscar races and maybe early Can-Am in '66. With Jerry Hansen as driver, it was listed on the grid of the very first Can-Am race - 9th November 1966 at St Jovite. It finished 20th, having completed 59 of the 75 laps!



We did see some terrific machinery on-track but the 'racing' was nothing special. What I failed to grasp was the relative lack of things, outside the circuit, behind the grandstands and how so few grandstands were open. Seemed a bit strange to me but I guess opening more stands needs more safety personnel, which costs money, but people could be put off if they cannot get a seated viewing position.



There seemed a very concerted effort to keep everything compact and in the circuit inner - good idea but it's beginning to get a wee bit overcrowded. Totally unforgivable was the 12 'modern' Abarth Fiat 500s on track, totally out of place at the event. There are plenty of other great racing series which may have been only too glad to entertain the crowd. Saw Anton's Abarth in the rather excellent display of Italian specialist machinery proudly displaying its BPMC sticker.

To my eternal shame I have to confess to seeing Jedward on stage. We made a total day of it, arriving early then staying on for most of the evening concert. The weather helped but I have to say it was a terrific day and we couldn't possibly get to see all we wanted. Was totally smitten by the superb Datsun 240Z rally car, had to be my pick of the day! So keen are we that for next year we're considering going for the whole weekend and camping. If anyone else would like to join us, the more the merrier.



To cap my four events in five weekends, I took my father-in-law up to Castle Combe for the Diamond Jubilee meeting. We've spent many a pleasant day sat on the banking at Camp corner. One of the most memorable was the year I got up at 3.00am to go to the Balloon Fiasco - left there mid-morning and went straight to Combe. I slept through several races in the afternoon and awoke with bright red, sunburnt legs.

Unfortunately, the father-in-law had a stroke in January. He's home making steady progress, so much so I was able to take him out for a few hours. My thanks to Nick and Charlie for going early, nabbing us a good spot and setting things up with the gate staff. When we arrived later they were very helpful and things went

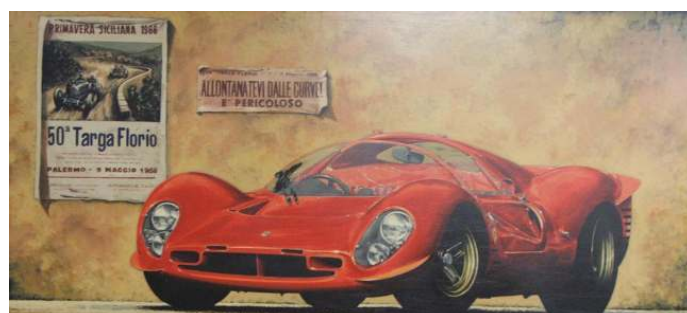
very smoothly. He really enjoyed being there, something we had thought not possible only a short while back and it was terrific to see a few other club members who came and found us.

The action on the track was good - a wonderful variety of cars, and the usual slick organisation from the Castle Combe team. What amazed me was the superkarts - how they managed to stay on board was beyond belief. I recall 1982, when I was with Tavern Motor Club. Shortly after our Longleat stage rally and Rallysprint, there were Supercarts at Combe. In those days it was a lot bumpier and they had a lot of problems keeping their feet on the 'Go' pedal, let alone staying in the seat. I have some pictures somewhere! A fabulous relaxing time, and am looking forward to getting back up there for another race meeting soon.



With the typical summer weather in August, Pip and I got a bit stir crazy so we took ourselves off for a visit to Haynes Motor Museum. Had to negotiate with Charlie to borrow her Matiz; was interested how it would be on a longer journey, the answer was brilliant. For 800cc, it's superb. No problem on the flat but on hills it struggled a little. I must admit for such a small cheap car it just keeps on amazing me with how good it is.

The museum was absolutely brilliant. The 'Red Room' is themed, but the cars are still very much more a random selection of what is fancied by an individual - John Haynes. In each of the ten rooms was something that I found extremely interesting, and Pip thought it was great. It struck us how well the museum catered for all age groups, something reflected in the number of visitors around us. We had a very pleasant stroll around, an excellent lunch in the onsite café and then carried on exploring the rest of the exhibits.





I particularly liked the fact that some of the cars were by no means pristine, looking as if they had, and are, regularly used. A surprise in one corner was one for Tim - a gorgeous red Ginetta G15. Pip decided upon a convertible Ferrari in the special Ferrari exhibition. However the colour was a little pale for her - she specified a Wedgwood blue, seen on a Triumph TR6, but metallic! Fussy these women.

I adored the centrepiece Duesenberg model J and Cadillac V16, both 1931 and too perfect for words, but finally settled upon a 1960s Ford station wagon. It was a huge thing with fake wood on the outside, just wonderfully hideous - and I guess the Ginetta would fit in the load area! In the 'Red Room' was a gap beside the '66 Mustang convertible. When we arrived back, I tried to persuade Charlie that as her Matiz is red they wanted it on display in the space! If you have the chance I thoroughly recommend a visit. Maybe we resurrect the idea of a club trip and use of the test track? Any volunteers to organise?



Silverstone Classic



Silverstone Classic



Silverstone Classic



Airbus Filton Family Day - Saturday 18th September

Airbus is celebrating the 40th anniversary of its foundation and 100 years of aerospace design, engineering and manufacturing in the West of England inline with the BAC100 celebrations. BPMC has been accepted as an 'exhibitor' and is especially valued as its origins lie at Filton, where it started life as the BAC Motor Club. We plan to have cars to typify each decade from 1940s to 2010 (the lifespan of our club) plus some 'specials' made for club-level motorsport. If you're interested in promoting BPMC and club level motorsport with your car on display **PLEASE contact me** John Corfield john_e_f_corfield@hotmail.com; 07717 677271. If you work for Airbus, BAE Systems or GKN Aerospace, then you can apply at work for a ticket to give you and your family/friends access. I will apply for exhibitors passes - whilst manning our stand will obviously be a part of your day, there will also be much to see.

Ecurie Shoestring answers

1. 19
2. 1978
3. Landcrab
4. Five - 1951, 53, 55, 56, 57
5. Daniel Elena
6. 1982
7. They all won Grands Prix at Donington Park.

Website updates this month

Check out the new front page: it's easier now 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
- Don't forget about the new forums section on the website @ 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
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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

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

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Treasure Hunt Sunday 8th August

Report by Cherry Robinson

We decided to hold our Treasure hunt on a Sunday because a few of our members are unable to attend our evening THs and have expressed a wish to have a go. Also, in August the nights are beginning to get darker. BPMC member John Puzey kindly offered to lend us his paddock so we could have a picnic at the end and a little auto-test in his paddock! (Pictures below). A BIG THANK YOU to John and Peggy from us all.

The start of the Treasure Hunt was from Hengrove Leisure Park and ended up in Easton in Gordano. Ten teams took part and hopefully they all enjoyed themselves. Ian and Jenny were unable to take part in the Treasure Hunt but they came for the picnic and the socialising. The last question was to guess the weight of Bella the pig, who at that time weighed 19st 4lb or 270lbs (she's even bigger now!). The team that was closest were the Dillamores. After all the food was consumed, a few brave drivers took part in some light-hearted fun driving blindfolded around the paddock.



Left : Bella the Pig tries out Grass Autotesting - Perhaps the first time we have had to clear a Pig off the course at one of our events.

Results for the Treasure Hunt below:

<i>Position</i>	<i>Team</i>	<i>Score</i>
1st	Paul & Judith Bird	305
2nd	Martin Baker & Co	300
3rd	Mal & Donny Allen	290
4th	Ken Robson & Dave Bence	275
5th	Andy & Simon Moss	270
6th	Spence & Simon Child	265
7th	The Reynolds Family	245
8th	The Dillamore Family	227
9th	Charlie Emsley & Friends	225
10th	Pam & Martin Henry & Friends	200

August Treasure Hunt - Blindfold Driving Test



Mal and Donny Allen in the Midget



Simon Child guides Alan Spencer in the MX5



Ken Robson navigated by Dave Bence



Paul Bird receives directions from Judith



Alan Dilamore has a young helper



Richard and Sharon Reynolds in the Astra



Simon Moss tells his dad where to go



Charlie Emsley makes her club driving debut



ASWMC Bridge Wheels & Tyres 2010 Sprint Championship Update

With two rounds left to go, Bristol Pegasus members are again doing well in this year's ASWMC Sprint Championship. Among the front runners are Bradley Hobday, who's having an excellent year in the Renault Clio, which is double driven with Brian. Steve Dummett is also doing very well in his beautifully prepared Mini, which seems to get quicker all the time.

Club members can also claim a few top scores in various classes. Mike McBrida has the highest score in A4, and in Class A2 Pete Goodman has collected the most points in his Elise. Other members in the top 20 scores include Toby Harris and Lisa Selby in the Puma. Stephen Larcombe in the Metro is just outside the top 20, a few places in front of recent Championship winner Graham Harden, who's been out in his Jedi as well as the more familiar Westfield.

As well as those running at the top of the leaderboard, it's excellent to see so many Pegasus members out competing this year. Of the 71 entrants who've scored points in the championship this year, an impressive 21 are Pegasus members - a figure that's more than double the next largest club. Well done to all those of you who are out having ago, and thanks for representing the club.



Pos	Name	Club	Class	Score						
						22	Andy Potter	Minehead	E2	62
1	Ian Parr	WCC	B3	172.85		23	Jamie Harding	Newquay	C5	62
2	Bradley Hobday	BPMC	C3	167.04		24	Darren White	Newquay	C5	61.34
3	Anthony Wright	BOS	A3	162.51		25	Ian Tucker	Newquay	E2	61.07
4	Stephen Dummett	BPMC	C1	160.9		26	Grahame Harden	BPMC	C5	59.81
5	Ian Cameron	Woolbridge	D1	149.74		27	Tim Clarke	Woolbridge	C4	58.08
6	Ben Stephenson	Torbay	E1	130.6		28	Andrew Trayner	Woolbridge	C4	57.89
7	Brian Hobday	BPMC	C3	130.54		29	Graham Ford	Cheltenham	C5	56.36
8	Roy Sims	Torbay	E3	124		30	Simon Shackson	Newquay	C5	55.6
9	Peter Blomfield	BMC	C1	116.41			BPMC Members	Not Top 30		
10	Andrew Daddow	Newquay	C2	103.68		31	Mike Williams	BPMC	B3	51.98
11	Toby Harris	BPMC	A3	101.75		32	Matthew Johnson	BPMC	A4	49.42
12	Kevin Frost	Torbay	D1	94.02		35	Brian Davage	BPMC	C1	42
13	Ian Beacham	Torbay	C3	88		44	Jonathan Prestidge	BPMC	A2	24.13
14	Pete Goodman	BPMC	A2	86.42		48	Trevor Hartland	BPMC	A4	21.9
15	Lisa Selby	BPMC	A3	85.49		52	Kevin Jones	BPMC	B3	20.28
16	John Turner	Bristol MC	A1	82.1		53	Ian Hall	BPMC	A4	20
17	Mike McBrida	BPMC	A4	73.18		54	Bernie Humphrey	BPMC	A2	19.87
18	Terry Graves	Newquay	E3	69.32		60	James Spear	BPMC	B3	14.25
19	Graeme Palmer	Bristol	A3	69		62	Paul Draper	BPMC	C2	12.45
20	Mike Rudge	Bristol	C6	66		63	Michael Bell	BPMC	B3	11.46
21	Stephen Larcombe	BPMC	A1	65.62		69	David Foster	BPMC	C1	7.08

Photos : The Hobday Renault Clio and the Mini of Steve Dummett in action at the Bristol Llandow Sprint this year

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.

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

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 to again made payable 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.

Castle Combe Diamond Anniversary Meeting



Castle Combe Diamond Anniversary Meeting



Review of the 2010 Tuition and Track Day at Castle Combe Racing Circuit – Saturday 14th August 2010

by Tony Smith

There's one thing in life that you can't rely on, and that's the weather. No matter how much planning you put into an event, you can't book the sun. I've been part of the Tuition and Track Day at Castle Combe long enough not to complain, because year after year I've come away burnt to a crisp from the sun and wind burn. I've even had the event clash with the Bristol Balloon Fiesta and still come away with glorious weather. This date-card clash with the Balloon Fiesta was dealt again this year. This year however, there was no so such luck.

It poured all night, and I was hopeful that the rain planned may have been early. Nope, it just got worse as the morning passed.

I must say though, there doesn't seem to be anything that dampens the spirits of the drivers who enter the Tuition and Track Day. I had drivers come from all parts of the country: Graham Robinson of the Mini Cooper Register seems to bring his whole family to take part; a variety of hard-core MCR chaps who camped out at the circuit overnight; Clive and Jason Gilmour from Broadstone in their BMW Z3M; Trevor Hartland and Philip Dawe from across the bridge; Paul Tuttle in his Caterham Superlight from Buckinghamshire; James Keeling in his Clio from Stoke On Trent; Yushan Ng from London in his Ferrari - more about him later.

The Bristol Pegasus Motor Club also made some new friends. This year, I've been speaking with the Lancia Motor Club. They have an annual track day at Goodwood and were looking for a second track day event. Four Lancias took part, with a few more arriving for encouragement and to check the day out. Mark Innes and Laura Martin drove up from Wadebridge in Cornwall in their 1972 Lancia Fulvia S2 Coupe 1300. They seemed to like scrutineering because they kept visiting the area. Finally smiles all round and nice new silencer protruding from the rear of the car. Jonathan Stevenson also arrived in a Fulvia all the way from Harpenden. His was a 1971 blue and yellow race-prepared 1600 S2 coupe. Chris Hopkins, the club librarian, popped down from Hungerford in a dark blue 1971 Fulvia Coupe 1300. Finally we had Brian Mills, who brought his 1989 Lancia Delta HF Turbo ie. These wonderful and rare cars made a great sight and based themselves in an area of the paddock together with a 1978 Lancia Beta 2000 Automatic, a 1992 Lancia Delta HF Integrale and a 1988 race-prepared version.

Tim Murray and Mal Allen did a fine job of signing in drivers and passengers, and swapping the signed slips for track tickets. The 'signing in area' was mobile at first because the Tower wasn't unlocked until 8am, so they set up shop in the Tavern for first arrivals. Scrutineering had a queue almost back to the Tavern before they opened, plus a sight that I've not seen before, drivers with umbrellas up while driving Westfields! In addition to the normal

collection of Minis, Westfields and the like, we had a 100bhp Fiat Panda, a number of Mitsubishis, a Mercedes CLK 430, a few Clios.

The in-car tuition part of the day - a free element of the event that the regular entrants don't tend to use - was extremely busy with first-time visitors. Dave de Costa was in great demand, and was it seemed on an endless loop between the paddock - carrying out one-to-one briefings to late arrivals - to getting prepared to go out on the track with students. Yushan Ng was the first to queue up his Ferrari 550 Maranello. He wanted to gain knowledge of how to driver such a powerful car at speed. A number of the Lancias and various other cars soon queued up for tuition as well. Dave reported that he and his students did spin more than usual on their trips out.

That seemed to be the theme for the day. The track was extremely greasy, a mixture of weather conditions and previously weeks' use. With the weather as it was, I was concerned over any lost time between each session. I had a few sessions at the beginning of the day with less than the maximum bunch, but with a quick shout on the loud-hailer, the drivers soon got themselves in check.

I spoke with the circuit earlier in the year and had advanced approval for another Hot-Rod Parade at lunchtime. Following the impromptu debut of the parade last year, the circuit and the hot rod drivers really enjoyed the experience. Phil Mitchell and Ian Thomas of the Bristol Hot Rods started to put the word out about this year's parade, but with the turn in the weather I really didn't think anyone would attend. At 10:30, we had two lonely hot rods parked in the coned off area, with two disappointed drivers. However, as the weather started to brighten, the number of these fine machines continued to roll in. By noon, we had eleven.

I wanted to ensure that this year I could report back on what hot rods attended. I must confess that I'm totally useless at identifying these wonderful cars. So, here we go: we had Phil Mitchell and his bright yellow 1932 Ford Model 'B' Coupe; Neil and Carole Thomas in their dark blue 351bhp '32 Model 'B' Roadster; Reg Hucker's rare 1948 V8 two-door Austin Dorset; and John Hall's 1949 bright red 300bhp Austin Devon.

We had a three Ford Pops including Ian Thomas's black '54 Pop, and two blue '56 Pops. There was also a lovely dark blue 1929 Ford Model 'A' with side decals and John and Lesley Cable's 1953 nitro-powered Fordson van - standing just 50 inches tall. There was a green 1949 Austin 16 and finally a '49 Chevy Pickup with adjustable suspension, making it a fantastic low rider. Just after lunch we also had Steve Walsh's Austin A55 van.

I arranged the bunch on the paddock ready for their parade at lunchtime. Due to the fact that it is a parade, the front safety car sets off at a slow pace. All was fine until the second lap - the speed was at a minimum, but it was like someone had emptied a giant chip pan on Camp

corner. First the '32 Ford Roadster spun off to the right. Next time around, the Austin Dorset kicked out the back to the left, corrected it and lost it the other way. By the time the bunch came around for the fourth lap, it was just comical! Who's going to go this time? Wait for it... oh, there goes the '54 Pop!

The track time continued after lunch with a full session. However, just a few sessions in, the race-prepared pink Citroen Saxo of Richard Marsh [as I understand] spun at Bobbies and emptied its engine all over Pete Goodman's brand-new white Clio, the exit lane to the paddock and then totally blew his engine just inside the tyre arch. The circuit closed and a team of operatives busied around with spades and buckets of sawdust and concrete. We lost almost half an hour – no-one complained about the delay because they were now all concerned about oil on the track. A delay like that could put the dampers on drivers getting their four runs, but we pressed on and still managed to get quite a few extra runs in. As the day came to an end, Sod's Law... the sun came out!

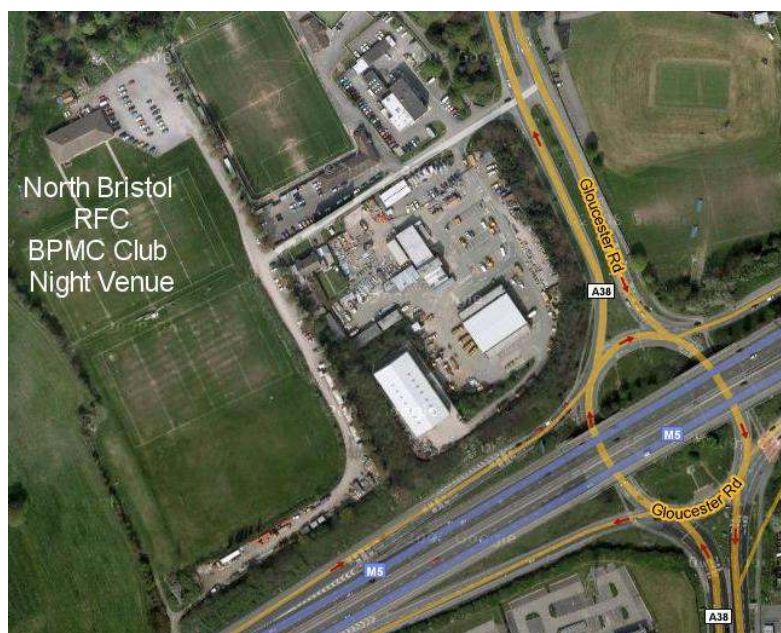
Many thanks to Tim Murray and Mal Allen for their help throughout the day. Bags of thanks to Adrian and Nicki Fawdington and their team of marshals, Dave de Costa for his fabulous tuition and all of the circuit support staff. More details, comments and photos on the event website www.castlecombetrackday.org.uk



Club Members on TV



Channel Five recently covered the Ilkley Classic Trial, and as well as presenters Tiff Needell and Jonny Smith in a VW Golf, the film featured club members Mal and Donny Allen and Pete and Carly Hart in their Marlins. If you missed the programme you can catch it on the Channel 5 "Demand Five" five website, and there is some extra footage on Youtube that did not make it to TV. The episode also featured some footage of a venue that should be familiar to club members - Llandow Circuit.



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.

Fantasy Formula 1 - Results up to the Belgian Grand Prix

Tom King	Vettel	Webber	Red Bull	Williams	Red Bull	British	968.5
Dave Cutcliffe	Alonso	Webber	Ferrari	Red Bull	Hispania	Bahrain	865
Elisabeth Lewis	Alonso	Vettel	Red Bull	Renault	Renault	Monaco	860
James Page	Alonso	Vettel	Red Bull	Sauber	McLaren	Spanish	831.5
Rex Meaden	Alonso	Vettel	Red Bull	Sauber	McLaren	German	831.5
Jonathan Prestidge	Alonso	Vettel	Red Bull	Williams	Ferrari	British	831
Tim Murray	Alonso	Vettel	Red Bull	Williams	Ferrari	Belgian	831
Caroline Meaden	Hamilton	Webber	Red Bull	Williams	India	Canadian	818
Paul Bird	Alonso	Trulli	Ferrari	Red Bull	Red Bull	British	804.5
David Garnett	Hamilton	Vettel	India	Red Bull	Sauber	British	786.5
Chris Thompson	Alonso	Vettel	Red Bull	Williams	Mercedes	German	775
Ian Hall	Alonso	Hamilton	Lotus	Red Bull	Ferrari	Monaco	769
Brian Hobday	Alonso	Hamilton	Red Bull	Williams	India	British	755
Ross Willing	Alonso	Hamilton	Red Bull	Williams	India	British	755
Helen Davies	Alonso	Hamilton	India	Red Bull	Williams	Monaco	748
Andrew Burgess	Alonso	Hamilton	India	Red Bull	Williams	Monaco	748
Bradley Hobday	Alonso	Hamilton	Red Bull	Williams	Sauber	British	740.5
Dick Craddy	Alonso	Hamilton	Red Bull	Williams	Sauber	Monaco	740.5
John Page	Alonso	Hamilton	Hispania	Red Bull	Mercedes	Australian	728
Ken Robson	Rosberg	Vettel	India	Red Bull	Mercedes	Malaysian	727
Simon & Laura Moss	Hamilton	Massa	Lotus	Red Bull	Renault	Singapore	695
Victoria Phillips	Hamilton	Massa	Lotus	Red Bull	Renault	British	695
Greg Parnell	Alonso	Webber	Ferrari	Williams	Ferrari	Italian	675
Stuart Morgan-Nash	Alonso	Hulkenberg	Ferrari	Red Bull	Williams	German	675
Martin Emsley	Hamilton	Trulli	Red Bull	Williams	Ferrari	Malaysian	671
Manisha Thorp	Hamilton	Hulkenberg	Red Bull	Williams	Ferrari	British	656
Sharon Reynolds	Schumacher	Webber	Red Bull	Virgin	Sauber	Abu Dhabi	652.5
Donny Allen	Alonso	Vettel	Ferrari	Force India	Renault	Turkish	651
Martyn Davies	Alonso	Vettel	Ferrari	Toro Rosso	Ferrari	Italian	634
Lisa Selby	Button	Hulkenberg	India	Red Bull	Ferrari	British	632
Matthew Grove	Schumacher	Vettel	Lotus	Red Bull	Renault	Abu Dhabi	624
Toby Harris	Schumacher	Vettel	India	Red Bull	Rosso	Spanish	621
Ann Farrow	Hamilton	Vettel	Lotus	Renault	Ferrari	Italian	616
Chris Lewis	Button	Massa	Red Bull	Williams	Lotus	Brazilian	616
Judith Bird	Button	Massa	Red Bull	Williams	Lotus	Hungarian	616
Richard Reynolds	Button	Massa	Red Bull	Toro Rosso	Williams	Australian	607
Jenny Hall	Hamilton	Vettel	Renault	Toro Rosso	Renault	Monaco	604
Steve Clark	Hamilton	Vettel	Renault	Williams	India	Abu Dhabi	602
Charlie Emsley	Alonso	Schumacher	India	Red	Williams	British	590

Matthew Johnson	Alonso	Vettel	Ferrari	Lotus	Mercedes	German	583
Mike Marsden	Alonso	Vettel	Ferrari	Lotus	Mercedes	Monaco	583
Richard Grove	Kobayashi	Vettel	Ferrari	Force India	McLaren	Japanese	571.5
Tony Thorp	Alonso	Massa	Ferrari	Sauber	Ferrari	Bahrain	562
Mary Craddy	Button	Vettel	India	Williams	Ferrari	Italian	549
Alyson Marsden	Alonso	Hamilton	Ferrari	Toro Rosso	Virgin	Australian	541
Joanna Prestidge	Hamilton	Sutil	Ferrari	Force India	India	European	526
Richard Ibrahim	Kobayashi	Vettel	Ferrari	Williams	Mercedes	German	506
Liz Ibrahim	Kobayashi	Kubica	Sauber	Williams	Sauber	Brazilian	490.5
Debbie Grove	Hamilton	Senna	Ferrari	Lotus	Ferrari	British	479
Joe Robson	Hulkenberg	Schumacher	Red Bull	Sauber	Mercedes	Monaco	459
Bill Farrow	Barrichello	Hamilton	India	Williams	Mercedes	Japanese	407
Trevor Newman	Petrov	Trulli	McLaren	Renault	Rosso	Turkish	403
Pete Stowe	Kovalainen	Rosberg	McLaren	Sauber	Williams	British	391
Andrew Moss	Glock	Rosberg	McLaren	Williams	Lotus	Belgian	385
Mal Allen	Glock	Hamilton	Lotus	Mercedes	India	Korean	360
Alex Wooldridge Smith	Hamilton	Schumacher	Lotus	Williams	Renault	Belgian	346
Coralie Thompson	Liuzzi	Schumacher	Ferrari	Virgin	Ferrari	German	324
Claire Burgess	Schumacher	Senna	Ferrari	Williams	India	Belgian	307

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				

NEWS FROM CASTLE COMBE CIRCUIT

September 2010



AJEC RACING SUMMER PERFORMANCE ACTION DAY - SATURDAY 11TH SEPTEMBER

Action Days still represent probably the most cost effective way of getting your car onto a track. You can buy a Track Pass on the day for just £35.00 and after a circuit briefing and the car sound checked you can then venture out onto Castle Combe Circuit following in the tyre tracks of legendary names like Senna, Mansell, Hill and many others. But Action Days are more than just taking your car on the track, the paddock area is transformed into a giant club display area with currently over 80 clubs attending covering just about every type of performance car. A selection of traders offer performance parts and tuning accessories and the event sponsor, AJEC Racing are assembling a mouth-watering display of supercars. Last year a Pagani Zonda lined up with a Lamborghini, several Ferraris and other top of the range supercars and are again promised this year. These cars will also star in the AJEC Performance Parade. Back by popular demand are some of the regions top drift cars being lined up for a very special lunchtime drifting display creating spectacle and smoke in equal measures. Currently there is still some track time left and you still take advantage of our early booking at a rate of just £30.00, contact the Circuit Office on 01249 782417. On the day admission prices are Adults £10.00, OAP £5.00 and under 16's admitted free with track time available at £35.00 per session – subject to availability.

RALLYDAY – SATURDAY 18TH SEPTEMBER

“Run by enthusiasts for enthusiasts” is an old cliché, but in this instance it's true. Two local rally enthusiasts thought of a good idea and now the largest rally show in the country is one of the Circuit's biggest and most popular events. Always bringing something new, including on-track action with professional driving demonstrations, track sessions, rally car rides, circuit parades, the Strictly Sideways competition and Sparco Rally Stage spectacular and the highlight of the day, the 'Feature Stage' when all the spectators get the rare opportunity to see all the WRC, ex-works and historic GpB machinery in action.

The latest news is the confirmation that Skoda will be making a first time visit to Rallyday along with current works driver Guy Wilks who will be entertaining the thousands of expected fans in the Skoda Fabia S2000 Facelift. Rallyday wouldn't be the same without MML who will be returning with one of their Mitsubishi WRC05s, but taking centre stage will be the legendary Stig Blomqvist who will be driving several genuine ex-works Audi quattros – all being assembled to celebrate the Audi quattro's 30th Anniversary.

They will be joined by Russell Brookes and incredible line-up of 14 genuine ex-works Andrew's Heat for Hire cars, not forgetting a host of displays where you can get close up to some of the world's most iconic rally cars which have made rallying history throughout the years, the Rally Raid Zone, Rallycross and Autotest demonstrations, and over 50 car clubs, 60 Clubman's teams and 50 Traders covering all aspects of Rallying and more! It's a day for the whole family! For latest news please check out the Rallyday website www.rallyday.com where you will find all the latest information and prices.

MINIWORLD ACTION DAY – SATURDAY 25TH SEPTEMBER

The MiniWorld Action Day has always been one of Castle Combe Circuit's most popular events, run in a great atmosphere it is just a fabulous showcase of probably Britain's most loved motorcar. Currently almost 1,000 Minis are booked into the display area which is situated throughout the paddock, with pride of place being for the oldest registered, driveable Countryman in the world. Owned by local enthusiast Gerry Taylor. the car will be driven here and lead the Mini Cruise at lunchtime. The Mini Autojumble area gets bigger and

better each year and the trade area is a must for the Mini enthusiast and family alike as you can buy just about any Mini accessory, from money boxes to clothing, to spare parts and tuning accessories.

If you own a Mini, old or new, then you can venture out onto the circuit for just £35.00 to drive it as the designers intended. Or for a sedate few laps of the circuit, with friends or family, why not take part in one of the Mini Parades at just £15.00. It is a great opportunity to soak up the atmosphere on the circuit and all behind a Pace car.

Track Bookings, Trade Site Bookings and Club Applications are still flooding in, but there is still time to take advantage of our pre-event discounts on Admission Tickets and Track Passes providing you book by not later than Tuesday 21st September.

Admission charges are, in advance Adults £8.00, OAPs £4.00 under 16's admitted free. On the day Adults £10.00, OAPs £5.00 under 16's admitted free.

Track Passes. In advance £30.00, on the day £35.00.

THE CASTLE COMBE GRAND FINALS RACEDAY - SATURDAY 2ND OCTOBER

Our final race meeting of the year and, quite often we save the best until last, with the final rounds of the Castle Combe Championships for Formula Fords, Sports & GT's and Saloons.

The Formula Ford theme is followed through with classic 1600s and Formula Ford 2000s. Caterhams Superlights and the BARC Intermarque Championship round off a typically Castle Combe great one day event. Racing will start from 12.30 with admission for Adults £12.00, OAPs £6.00, Paddock Transfer £2.50 and under 16's admitted free.

And still more going on....

The Castle Combe Racing School runs on the 17th, and the Castle Combe Rally School on the 24th. For last minute availability for our Track Days and Racing and Rally School days please contact the Circuit Office on 01249 782417 or log on to www.castlecombecircuit.co.uk.

And finally, the Racing School attracted another famous visitor recently with an appearance of one of the stars of 'Casualty', showing he could drive aswell as act, Tristan Gemmill, scored highly on the popular 'Lotus Driving Experience' course.

On that we say thank you for supporting us so far throughout the season, come along and enjoy any of the events planned for September, we look forward to your visit.

SEPT DIARY DATES

Wed 1st Sept – Motorcycle Track Day

Sat 4th Sept – Fowlers Motorcycles Pro Bike National Race Day

Fri 10th Sept – Car Track Day

Sat 11th Sept – AJEC Summer Performance Race Day

Sun 12th Sept – Car Boot Sale

Fri 17th Sept – Racing School

Sat 18th Sept – Rallyday

Wed 22nd Sept – Motorcycle Track Day

Sat 25th Sept – MiniWorld Action Day

For details please telephone 01249 782417 or go to www.castlecombecircuit.co.uk

FROM THE CASTLE COMBE CIRCUIT TEAM

Bristol Two Club Sprint Colerne August 2010

As we were going to press we have just had a very successful Two Club Sprint at Colerne. We had excellent weather and a good entry, many thanks to all those involved in organising and marshalling. Some pictures here, a full report and results summary will be in Backfire next month.

More pictures & full results on the Website.



P.S We had a visit from an Evening Post Reporter and Photographer, which resulted in a full page report - Did you see it ? If not there will be a copy at the club night.

This Month

Monday 13th September - BPMC club night



Our September club night is...

Le Mans Night

As part of our Le Mans theme we will have film of some of the greatest periods in Le Mans history on the big screen. We're asking members to bring programmes, photos, etc from trips they've made to Le Mans. We already have some interesting items lined up - how many years have we been between us? **Come along for a great evening from 8.30pm.**



Saturday 18th September - Airbus Families Day Stand

There are still places available if you would like to bring your competition car along to display. If you would like to do this or help on the stand give John Corfield a ring (see details later in Backfire) and we will do our best to involve you in what looks like being an excellent display of club activities.

Saturday 16th October - Pegasus Sprint - Castle Combe

Entry forms are out and have been sent to past competitors and published on the website.



As always if you have not entered please consider marshalling.

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

**We are organising 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