

# Backfire

September 2011



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

Cover: Castle Combe Wessex Sprint - Club member Steven Cooper in his first event  
Photo: Steve Kilvington

## **Monday 12th September**

### **Club Night - Talk by Mike Marsden**

"An Introduction to the Aerodynamics of Cars" lasts just over an hour. The talk, perhaps rather ambitiously, covers road cars, racing cars and there's also a little bit on record breakers. It will start with some simple aerodynamics, so I hope that won't put people off too much. "

## **Monday October 10th - Club Night**



## **Saturday 15th October 2011**

### **The Regency Laundry**

### **Pegasus Sprint**

**Extended 2.05 mile course and new format**

**Two Practice and Two Timed Runs**

Entry Forms now available from the club website or Andy Moss 0117 9912702  
To Marshal Contact Nick Wood 01275 833098 / 07786936941 / nickswood@hotmail.com

## **Sunday October 16th - Kimber Trial - Chew Stoke**

**MGCC Invited Event - Further details next month**

## **Friday October 28th - Navigation Scatter**

## **Monday November 14th - Talk by Alan Freke**

## **Sunday November 17th - BPMC Charity Karting**

**Avonmouth - Our annual charity karting event - more details inside**

### **Deadline for Next Backfire: 2nd September**

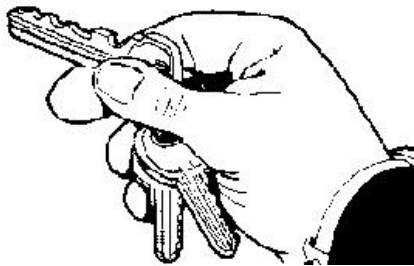
**As always, we are looking for contributions for Backfire**

**Editor: Cherry Robinson.**

**By post: Rustling Elms, Half Acre Lane,  
Whitchurch, Bristol, BS14 0JJ.**

**By email: backfire@bristolpegasus.com**

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



## CHAIRMAN'S CHAT

By Andy Moss

Our main event in August was the Wessex Sprint which was run for the first time at Castle Combe. From a competitors perspective I had a very enjoyable day out, and the event seemed to run smoothly especially considering it was the first time we had run to this format.

There was a huge amount of effort by many people to make the event happen, and thanks must go to everyone involved in organising and marshalling, as well as to the competitors for coming along. We are very aware that many people are looking carefully at the events they enter with the ever increasing cost of living and we really do appreciate your support.



I must also pass on my thanks to the MG Car Club, who were great partners in the organisation of the event and as always made a huge contribution to the success of the day.

The following day we had a very enjoyable afternoon wandering around central Bristol on Nick and Cherry's treasure hunt. It was a shame that there were not more entrants, perhaps being the day after the Sprint did not help. This did however mean that Martyn Davies and family could join in, having stayed overnight in Bristol following the event at Combe. If you talk nicely to Cherry she may give you a copy of the instructions so you can explore the route the next time you are in Bristol.

There are many things you do not spot in your home city and there were lots of clues that I had walked past and never noticed before this event. My favourite clue was

"Where's me daps?" – the answer of course being the statue of Samuel Plimsoll.







In order to give everyone a bit of a rest, we moved the club night to the following Monday, and also took the opportunity to take up the offer of using John Puzey's field near Easton in Gordano. I think we were all a little surprised how many people came along to this informal Gymkhana - everyone seemed to have a good time

despite the weather being a little on the damp side. Following the driving fun, we retired to the excellent Rudgley Inn for a drink and a chat.

Looking forward to the September club night we are lucky to have Mike Marsden coming along to give us a talk on Vehicle Aerodynamics - I know many of you are looking forward to this. Then our attention turns to the Pegasus Sprint, and I am pleased to say we already have enough entries to run, which is a reflection on both the popularity of the October sprint and the hard work that the organising team have been putting in to promoting the event. If you intend to enter and have not done so yet, please get your entry in as soon as possible, as with six weeks to go we are around 75% full. As always we need a lot of marshals and if you can help we would love to hear from you.



Finally we are also pleased to announce that for November we will have another guest speaker when Alan Freke visits us.

# ESCURSIONI

**By Martin Emsley**

Hi, I start this the day after the Silverstone Classic, which you can read about elsewhere in Backfire. Am tired, no exhausted, even after a good nights sleep, and now clean but sun burnt. Fabulous time, such a pleasure to share with my family and good friends am just overawed.



As you read in the last Backfire I did some work with Chris Hartnell to produce the Bluebird article, I think it was a success and we have in the next issue something rather special for 'remember when' I have worked on with Ian Hall, then in future a couple more articles lined up with Chris and Claire. Everyone has stories to tell, but not everyone wants or is able to put finger to keyboard, one thing that really fascinates me is the route, influences and luck that lead each of us to engage our own individual interests in cars and how we live that out. If you fancy the idea of telling a story and have someone else work it up for Backfire, give me a call to discuss.

Nearly got killed the other month and am still somewhat bemused. I was half way across an ordinary 'zebra' crossing when a Fiat appeared and without slowing went over the crossing just inches from me. The middle-aged woman driving was intently carrying on a conversation on her mobile phone. I shouted after her to no avail. Did my business and returning to road where my car parked saw the Fiat and woman climbing out. So I went over and calmly pointed out how she had almost hit me on a crossing and she should not be using a mobile when driving. She blew up, said it was a very important call, none of my business, had not hit me so that was all right and I should look where I was going, all interspersed with some spicy expletives! Feeling the anger rise and not wishing to do something I could then be in trouble for I was forced to walk away. What is the world coming too?

Interesting time doing speed gun training at Almondsbury as part of neighbourhood watch; met guy I worked with at Rolls-Royce some 25 years ago, he is a traffic policeman, it was great to catch up, and the training was good. Have been out since to put training into action, I can tell you that you get to see some very 'interesting' things, it is totally focused upon safety and we have an ongoing problem locally with three lots of business opening onto a 100 metre stretch of residential road and a large volume of vehicle movements.

Was a great idea to move the August club night and take up John Puzey's generous offer to use his field avec sheep, even the foul weather gave us a break and made the surface

challenging. 'Little Bo Laura' soon got fed up chasing the stubborn animals around so they became a natural hazard. It was fantastic to see so many people out, a number of new faces and cars being shared so everyone could have a go. There certainly seemed to be a lot of beaming faces when we got to the pub, and we have to thank Simon Moss for all his efforts in running the challenges. Of course it was just for fun and in that spirit worked well. I brought a guest along, he also came to Hallatrow with us, and he so enjoyed the company and fun wants to know what and when the next event is. Got to be good.

Coming up on 4th September is the Chepstow all forward Autotest, ask anyone who has done it before; it is a real fun relaxed day. Hope you will feel the desire to test yourself around a rather interesting venue, or offer to help out. By the time you read this it may be over, or not! At the moment I still need more helpers and competitors. It is a great shame as I enjoy organising this, the venue is very good and feedback from previous competitors has been positive with the word fun making frequent appearances. Hopefully enough people will get in touch and commit before it is too late.

The other biggie is The Regency Laundry Pegasus Sprint, the regulations are out and of course we always need marshals to make the event happen, if you could help and get to see some wonderful cars please contact Nick Wood as soon as you can. We would be delighted to have you on board whatever your experience or lack of, someone will be willing to 'show you the ropes', lunch will be provided for you and a thank-you bottle at the end. It should be an interesting event, we have changed the format; having retained the walking convoy runs the start has been moved back to 'grid place 30' around Camp Corner, this shortens the run out of pit lane reduces wasted time and gives more than a lap run, finish remaining at the Castle Combe start/finish line. In addition the practice will be two single laps followed by two single laps timed. We hope this will provide more enjoyment for the competitors, cut down on the odd confusion of the old two lap practice, two single lap timed format which served us so well for many years. I would also like to thank Steve Dummett for offering title sponsorship, every bit helps in putting on an event like this and I think some might be surprised at the costs involved! Anyway thanks to Steve we are able to have a more secure event foundation and provide more for the marshals. Please contact Nick or myself as soon as possible, come and help your club and local motorsport out. As clerk this year I am flattered to have an excellent, enthusiastic team around me, which counts for an awful lot. We started planning early due to the changes and decided to align the classes with those in the south-west instead of the rather unique ones which have previously served the event well. We look forward to welcoming the one make clubs who have been such supporters of the event and are hoping for good weather and a safe enjoyable day for all.

France and Caen was the second half of our summer break, we took in some of the D-Day monuments / museums, sightseeing, beach and shopping combined with the chilling in 'cafes'





and usual culinary delights.

We all enjoy French Markets and the one in the car park outside our hotel was superb, the vibrant smells, colours and atmosphere. It was terrific but had a better highlight, as it was being cleared we took refreshment and then spotted a pall of smoke rising down the 'rue', investigation revealed the dustcart collecting all the debris to be well ignited in the rubbish section and 'les pompiers' trying to extinguish it! Nice

day so we took to watching whilst it took them over an hour to finally extinguish it. We had a good laugh as they regularly stood around seeming to be discussing a strategy before returning to exactly what they had previously been doing. There is some irony in this because we were in Caen when Alison was expecting Charlie and watched a fire at the base of the city wall being tackled, not more than 500yds from this conflagration. As you may imagine the city authorities are not keen on us returning! We also spotted this rather interesting little car on our travels, as you may know the French seem to be quite keen on quirky and micro cars such as Aixam and Ligier. Tried to find some information about this one;

Chatenet,

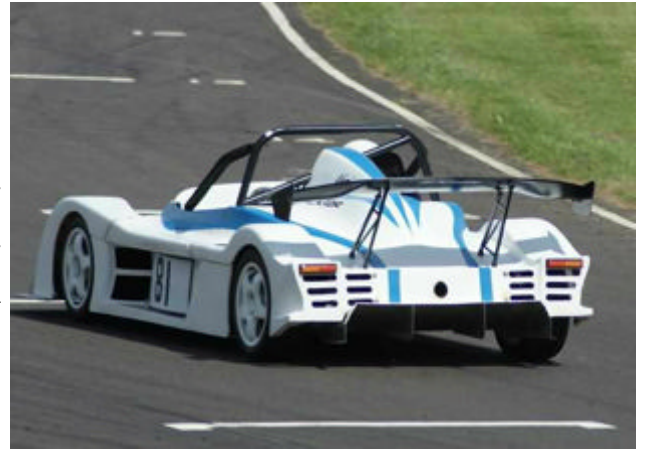
Measuring just over 3 meters (3,065mm to be precise), the CH26 is 370mm or about 4-inches longer than the second generation Smart Fortwo. The French company says on its 'Spartan' website that the two-seater micro car is powered by a 523cc two-cylinder diesel engine that 'spits out' a mere 5.4 horsepower at 3,200 rpm through an automatic gearbox. The CH26 is said to weigh in at 349kg or 769 pounds due to the extruded aluminium safety frame clothed in coloured anti u/v treated thermoplastic bodywork and according to Chatenet, it can reach a top speed of 45km/h or 28 mph with an average fuel consumption of 3.15 lt/100km or 75mpg US allowing to travel around 500 km (310 miles) on a single tank of fuel. Chatenet did not release prices on its website, but from a quick search performed on the net new examples of the CH26 are being offered for sale in France at a price of €13,600 that comes to around £11,971 at the current exchange rates.



# Planning The Wessex Sprint

By Andy Moss

With all the economic doom and gloom and ever increasing bills, 2011 may not have been the year we would have chosen to try to run a major new event, but having had the decision forced on us by the loss of Colerne we knew we had to roll up our sleeves and do our best.



As with any new event the first running of the Wessex Sprint at Castle Combe was the culmination of many months of hard work behind the scenes. As soon as we found out we had lost the use of Colerne we started looking at alternative venues. The two obvious choices available to us were our existing venues of Llandow and Castle Combe, and we made enquiries about both. Llandow could offer us the traditional August bank holiday Monday date, an additional date at Castle Combe would not prove so easy due to the planning restrictions at the circuit and the already crowded calendar.

During our initial discussions with the circuit we found out Castle Combe Racing Club had their own plans to run a Sprint and this would use the last available planning permission. The proposed date for this event was to be one week after the Bristol MC March event. As our club has long had an August date for our Track Day we made the suggestion that a co-promoted event on this date would make a lot more sense in terms of spreading the events out in the calendar, and before long we had an agreement to do this. Moving the Track Day to the earlier date was of course a risk, but this was one that we felt was worth taking.

Unfortunately with all their other commitments the Racing Club eventually decided not to continue their involvement, this was a shame as their competition secretary, Hadyn Earl, had been very helpful and enthusiastic. This left us with a decision. The MGCC had been keen to come on board with an August Llandow, but without a co-promoting club for an August Castle Combe, two events in one month would have been a lot of work for us. The decision was therefore made for ourselves and MG to work together on the Castle Combe event, and for us to drop the August Llandow plans. With the poor entry we later received for the BPMC/BMC May Llandow it looked as though we had made the right choice, a shame as we have always found the team at Llandow to be very friendly and easy to deal with.

So the Castle Combe Wessex Sprint was born. With three different formats for the existing



sprints at Castle Combe the first thing we needed to decide was to use an existing format or try to invent something new. All the possible event formats have pros and cons. The Pegasus Sprint format uses an on track start line, which is fine for the saloon cars at that event, but not so good for more temperamental single seaters with external batteries and starters – the new event would be an ASWMC round so we had to allow for these. Originally the Pegasus used the  $\frac{3}{4}$  lap format which is easy to run and allows a large entry, but we really wanted to give people the challenge of driving Camp corner. The GWS Sprint  $1\frac{3}{4}$  lap format offers good track time, but the longer run means less entries and a higher entry fee. Eventually we concluded that with the number of events at the circuit it would be nice to offer a new format, but with limited ways on and off the circuit could we come up with something different ? We decided the main aims for the new event were :-

- 1) A safe format for competitors, marshals and start line crew
- 2) The opportunity to drive the whole circuit including Camp corner
- 3) Keep the entry fee as low as we could
- 4) If possible run to a traditional 2 practice and 2 timed run format
- 5) Try to do something a little different from existing events

A group of Pegasus and MGCC members therefore talked through a number of options and met at the circuit to look at the possibilities. Martin Baker did his calculations to decide how many cars we could run. Finally a meeting with the time keeper was arranged to make sure he was happy. After much discussion we believed we had a viable track layout. By having the start in the pit lane exit, ending on the normal circuit finish line and returning back down the pit lane exit we had a different format that looked like it would work and meet the criteria we had set out. This approach meant we would have to run in batches of 4, but the timings suggested even with this restriction we could fit in our two practice and two timed runs. Now all we had to do was get an entry and run an event .....

Finally a few mentions for the event team - Apologies to anyone missed. Pete Stowe for his help in initially arranging things with the circuit, Bob Hart, Ian Hall and Bruce Weston for planning the format and clerking the event. Martin Baker for modelling the time it would take to run different formats and doing an excellent job of running the paddock. Dick Craddy for his secretarial work and help with the circuit arrangements. Bruce Morgan for his pre-event input and doing his usual efficient job of handling the entries. Chris Thompson for acting as assistant secretary. Carol Morgan and results team. Mal Allen and his excellent start line crew. Tim Murray in control. Nick Wood for help organising the marshals. Graham Marshallsay, Hadyn Earl, Howard Strawford, Rodney Gooch and the team at Castle Combe.

## The Castle Combe Wessex Sprint 2011





## The Castle Combe Wessex Sprint 2011





# The Castle Combe Wessex Sprint - Event Report

Saturday 6th August 2011

After losing the usual Colerne airfield venue the Wessex Sprint, co-promoted by the MGCC South West Centre and the Pegasus Motor Club, was staged at Castle Combe on Saturday 6th of August over almost a full lap of 1.85 miles of the racing circuit.

Despite having less time than we would of liked to organise the event, we were pleased with the support from local competitors and clubs. We had good support from the MGCC Luffield Championship and the ASWMC, who were both very helpful in adding the event as championship rounds quite late in the day. With more time it would have been nice to try to involve some more one make club championships to further boost the entry, but we had enough cars to make the event viable and provide good competition in most of the classes.

As with any new event, there is only so much planning that can be done before the day, but with an experienced team from Pegasus and the MGCC, we were confident we could run an enjoyable and safe event.

Among the entry was a pleasing number of Pegasus members with a total of 27 club entrants. It was nice to see Andrew Steel take the Firth Vickers Trophy for best BPMC member by class index in his Peugeot 106 – a well deserved award. In the same class Matthew Holley took 3rd place award, also in a 106, with Alan Spencer in the MX5 a credible 5th out of 11 starters.

Another BPMC regular took class A3 - Pete Goodman breaking the 90 second mark in his Clio. In A4 it was a victory for Trevor Hartland in the Mitsubishi Evo, with Mark Brewer taking second place in the Nissan Sunny. Continuing the BPMC class wins was Kevin Jones in the Noble in B3, in front of Ian Parr who picked up a 2nd in class award. Lewis Bird beat a class of Elise's and MX5's in his 205GTi to take victory in C2. The only BPMC award in the racing car classes went to Tim Moreton with a second in E1 in the "Dick Terrapin".

Also worthy of a mention are some members who were quickest in classes where there were not enough entrants for an award. Brian Davage took his Rover Cooper to top spot in C1, Thomas Arnold was quickest in the Spire GTR in D1 and it was very nice to see long time club member Martyn Davies out in the Sylva Riot in C5.

There were a good number of MG's entered – despite a clash with a hillclimb round of the Luffield Cars MGCC Speed Championship at Castle Park near Lostwithiel. Terry Drinkwater in his MGA Coupe won The MGCC Wessex Trophy for Fastest MGCC member driving an MG with a time of 90.57sec, and Alan Atkins was awarded The Nuffield Trophy for Best MGCC member by Class Index with a best time of 95.75sec in his MGA Coupe. Jeremy Hawke was the only pre-war car entered in his MG J2.

Kevin Lealan received The BPMC Wessex Trophy for Fastest Time of Day with a 68.68 second run in his Pilbeam MP 62 – as the event used a new layout this was also a Course Record.

Everyone seemed to enjoy the day, which ran very smoothly other a couple of short stops to adjust the timing equipment. As cars were returning down the narrow pit lane the time keeper was concerned about the timing beams getting disturbed by passing cars and had left the tubes that shade the light beams from the sun off to provide maximum clearance – this worked well in the overcast morning sessions, but as the sun came out it in the afternoon began to affect the beam, resulting in a stoppage to add the required part. Perhaps the first time I have heard of an event being stopped by too much sunshine ! Needless to say a solution has already been worked out to prevent either problem happening in the future .... ( and no it does not involve praying for rain ..... although I am told Mike McBride has been known to do this as he goes faster in the wet ! )

Finally a mention for club member Steven Cooper who was entering his first Sprint in his nicely prepared Porsche 924. As if this was not enough, he was unsure if he would be able to make the event as his wife was expecting a baby which was due on the day of the event. Fortunately the new arrival was considerate enough to wait until after the event. Congratulations both on a successful event and the new baby !

## **Wessex Sprint Comments**

“Just a quick e-mail to say a "thank you" to the organisers and event officials for the Wessex Sprint at the weekend”

“Congratulations to BPMC on what appeared to be a successful first running of the Wessex Sprint”

“Although the full lap layout gave rise to having gaps this did not detract from a great day, so a further thank you and see you all at the October event”

“I had a great day, thanks to everyone for the advice and coming up to support”

“Looked like good fun, nice relaxed club atmosphere”

“All the competitors I spoke to said they enjoyed it”

“Had a great day on Saturday”

“It was nice that we did not have to wait long between being called to the line and starting”

“I had a great day out at this”

# SILVERSTONE CLASSIC 2011

By Martin Emsley



For us it started in 2010! Having attended and loved the Silverstone historic meeting in its many iterations; Coys, Chrisities etc over the years we found that last year it had simply got so large and interesting a single, long, day was not sufficient, it was the girls who expressed the need to stay the weekend and 'do it properly'. On more than one occasion I have stayed near the circuit at 'the Green Man' with mates including a notoriously burning year when there was not a cloud or breeze

all day, no soft drinks on site, everyone trying to find shade and the front engined GP car race taking many attempts to start as the fuel was vaporising on the grid; they finally had to use a rolling start to get the race underway, oh and I got sunstroke!. And our record; off the Woodcote stand to holding a cool, refreshing, pint in the Green Man – 10 minutes!

Anyway, we decided to camp, the first time we had stayed under canvas as a family. Having been in contact with the organisers since last year we got a BPMC discount on top of early bookings, we were delighted that Tim was joining us as in past years; he is great company and part of the family for this annual trip. Andy and his family also planned to make a weekend of it arriving later with the caravan, Martin & Anne also camped whilst Chris and Claire were with the Santa Pod display.

Arriving Friday mid-morning we got onto Woodlands campsite, very handy for circuit access, after a bit of a 'problem' in which Tim definitely was the 'good cop' we got a good pitch with room for Andy later arrival. Our first view of the new construction 'the wing' was amazing, it certainly is impressive though I joked it would be good when finished fully realising that the external poles were part of the design and not scaffolding! Had a pleasant wander around, mostly the old pits, admiring the beautiful racers.

A McLaren F1 pulled up; it is truly amazing how they still draw the crowds, it was surrounded by 'snappers' in very short order, awesome, though most were blind to the '62/63 'GTO' under the awning to the side, not me! The major thing about this event is how everything is accessible and the opportunity is there to really admire the cars close up and to meet some of the drivers and crew. Spectating from the new pit straight stand was superb; as usual there were only a few stands open! But co-incidence is a strange thing, my old mate Paul Bedford



spied me, came over and had a chat; we did the event for many years together when our children were smaller yet he had been driven up by his son this year! Then whilst on the platform taking a few snaps Bob Bull called from above. I spent a very pleasant time chatting with him. He revealed that there was very little apparent in the way of spectator facilities at the new pits, accessible only by Routemaster bus, and so it later proved to be. Also queried why



BPMC had a stand, he had seen the sign. I had spent a long time pre-event explaining that we were not exhibiting, yet right where Bob described was our 'pitch'. So on Sunday we liberated the sign, no good to anyone else, for future use. One wag on the MX5 stand commented how it was a great idea, when he saw me carrying it, wherever I was, there was the club stand. Seeing the Group C cars practice in the rain being incredible, definitely one of the many highlights. As the weather deteriorated we headed up to meet Chris & Claire, and as the rain set in they kindly sheltered and entertained us in their Winnebago. It later got distorted to Williebago and....., but they are stories not repeatable in a family magazine. Andy & family joined us after a bit of a false start involving leaving tickets at campsite whilst people were at entrance, Claire kindly opened the window to listen to the concert and we all chilled and chatted. Waiting for transport back got us soaked and we really wished that we had set up our kit within the tent before leaving it earlier.

My real love of this event is the early morning as the place wakes up, the cars are rolled out and in some cases started and warmed through. It is a real pleasure with few people about; in the past I have helped push some real exotic cars and fitted or removed body work on some very expensive machinery. One of the highlights of Saturday was to be the track parade of E Type Jaguars celebrating the 50th anniversary. Now it seems logical that being 50 this year that should be part of my celebration too! So I first blagged a commemorative 'rally plate' then found a friendly driver with a spare seat, as they arrived, and arranged to meet later. We took the bus to the new pits; they are just incredible but it was the machinery that was simply astounding. Simply too much to describe; F1, Group C, E-types racers everywhere, Ford Mustangs, Falcons, Galaxies and best of all Lola T70's & McLaren M1's. It was just mind-blowing and Tim and I commented very easy to get blasé and simply walk past a multi-million pound Ferrari as if it was another MGB! Returning to the E-type form up there was no sign of my driver, however a lady alone in a peach of a red roadster, so I fixed a lift for Pip. Chatting to her I explained the 50th plan and that I, at that moment, had no seat.

She called over her husband from the divine 'low drag' racer two rows back and a short while later I was strapped in. Alison frantically waved that 'my man' was back but no way was I swapping this dramatic 300+bhp racer for a V12 coupe! It was fairly tractable but not good in the slow moving queue, though we did have a couple of little blasts. Naturally I had a huge grin all the way and was able to get some unique pictures on the track. Turned out my 'driver' is involved in Apache helicopters at Wattisham, I support the engines, a very small world.



A bit more wandering and spectating, Pip and I managed to meet up with Rick Parfitt Jr, son of the Status Quo legend, who she had been mailing since his Silverstone concert in 2010, he was charming to her and later went on to win the celebrity race again. Time was spent on the excellent and friendly MX5 stand and then Pip and I went to the most awesome thing I have ever seen. Chis raved on Friday about the 'Wall of death' so we paid our money; awaiting the show the performers were out front and a very knowledgeable young lady explained to us all about the Indian motorcycle she later rode with much bravery and enthusiasm! Inside we stood around the top of the wooden cylinder. As they ride the vertical wall the whole thing moves, us with it, and they came right to the top. It was a brief, brilliant show and I

would recommend anyone to see it. Then it was back to meet up with everyone else, collect numerous bottles of wine to go to the evening concerts. These started whilst the Group C evening race was on and Claire had picked a magnificent place on the bank so we could view both, simultaneously and at the same time! A few drinks and chilling with friends it was idyllic but cold, Tim proved to be the expert festival attendee adopting suitable reclined positions. As the cold bit in we again adjourned to C & Cs very generous shelter for lively discussions about a brilliant day.

Sunday I headed to the Harley Davidson stand early intending to experience the 'freeride' a bike on rollers, but failed as I had shorts on! But did get a picture in the cab of one of the Routemasters! I found the trade village and autojumble disappointing, that said there were a couple of stands where I got some useful information and a rather smart bag to go on the boot of the Eunox. Bumped into our old club friend Whizzo, had a brief chat and explained how the commentators had claimed he had taught Luther Blisset to race after he had rolled his Morgan 5 times the previous day in the celebrity race, great to see him, introduced him to the family but luckily got the girls away before he had a chance to work his charm on them. Again the hub of our universe was Backdraft C&C's slingshot camp.

The demo 'drag strip' allocated being the old piece of track leading to the old Bridge corner. It is downhill and very dusty, Chris would not run on Saturday but in the sunshine of Sunday decided to give it a go. We were the crew, for show only, me being the fat controller and photographer. Chris' run was the climax of the drag display and he did a great job of it, even getting the front wheels off the ground. It was an honour for us to be part of it; they are such generous and friendly people. Unfortunately that was it for us, having to pack up and head home.



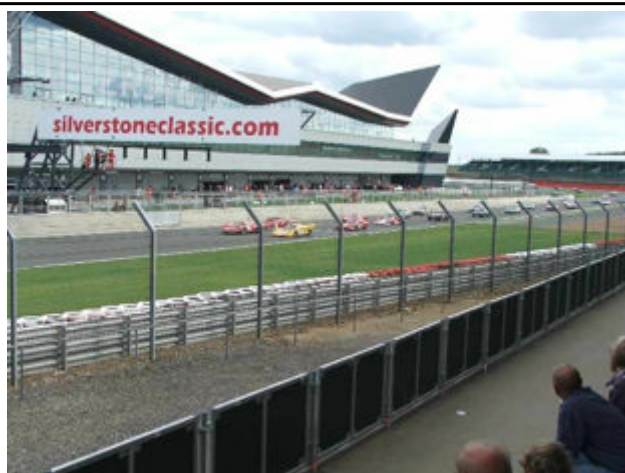
All of us commented that though we felt we had seen a lot more this year, in a relaxed manner, we needed to see more racing! Pip is already campaigning for us to stay longer in 2012, and has other dodgy plans, watch this space. A brilliant, tiring and overloaded weekend, really cannot wait to do it again. I shot 692 pictures some excellent and some well..... So I was delighted overall but would love a new camera for next year. Another distortion was the re-christening of Backfire to Quickfire, not sure where that one came from except the bottom of one of the numerous bottles of fine wine.

Don't miss it in 2012!





## Silverstone Classic 2011 - Photos by Martin Emsley





## Silverstone Classic 2011 - Photos by Martin Emsley



## August Treasure Hunt



We decided to do something a little bit different for our Treasure Hunt this year. We also wanted to make it more family orientated as it was on a Sunday afternoon. The walk began in Queen's Square and finished at the Ostrich. It covered some historic parts of Bristol and also the new Harbourside Walk.

Unfortunately only 3 sets of competitors turned up but luckily for them it meant they all went home with a prize! Everyone said how much they enjoyed it and that the questions weren't too difficult. After the results were given out we all stayed awhile in the Ostrich drinking and chatting which was very pleasant. A good time was had by all. (Not too sure about the skeleton in the pirate's tunnel though).

## Results

Position	Crew	Points Scored
1	Martyn, Helen, Katie & Lisa Davies	44
2	Martin & Pam Henry aka Roger & Judith	43
3	Andy Moss & Liz Moss	42





# A Round of the British Hillclimb Championship at Wiscombe, through the Eyes of a First-time Marshal

by Liz Moss

At 6am on 31st July I set off with Cherry, Nick and Chris Hartnell for a day marshalling at Wiscombe, a venue I had never been to before. When we arrived just after 7am there was a big camping site full of cars, camper vans etc. We then signed on and got the very important bacon sandwich and cup of tea. We were told we were all on the same post which was great as obviously I have no real marshalling experience, we were on one of the Esses posts in amongst lots of trees which on a gloriously hot day would be lovely and cool - this time it was just right - not too hot and not cold.

We seemed to be quite high up and from where we were you could see the camping site it was very pretty through the trees. When we got to the post there were various items waiting for us, a flag, a whistle, a radio, fire extinguishers, a couple of sweeping brushes. Chris was given the flag, I was given the whistle and Cherry had the radio and Nick did what he does best..... chat ..... obviously the flag is waved when there is danger on the circuit near us and the whistle is to warn the next post - there were posts either side of us and with advice from Cherry and Nick it didn't take long to get the hang of it.

There was a footpath behind the post and spectators could watch the cars from there. It was busy all day with people wandering by or stopping for a while, including Nick's mum and dad!



During the day there were lots of batches of cars including Road-Going Specialist Production cars, Modified Limited Production Cars, Sports Libre Cars and I enjoyed being part of the action. There was an incident fairly early on when a car skidded and stones were thrown over the circuit so we quickly leapt into action. It seemed to go smoothly - I had to concentrate and keep my eye on what was happening. We could see the posts either side of us so immediately a flag went up or whistle blew we had to do the same very quickly - we couldn't afford to make a mistake.

The post beyond us had to keep an eye on the pheasants too, the brushes were used to keep them off the circuit and out of the hedges. It was nice that when a batch of cars had finished the course on their way back down the hill the drivers acknowledged the marshals which I had never seen before, but this happens at most events. The other thing I learnt is that we were not allowed to sit down whilst marshalling because if an accident happened you need to be able to move quickly and sitting down would stop you from doing that, which makes sense when you think about it.

As you may know I am not knowledgeable on makes of cars and times etc but the day was very enjoyable with a free lunch included and I would recommend visiting Wiscombe - it is a very attractive place and I thought the four of us made quite a good team !

## 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](mailto: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.

# Club Night Auto Gymkhana

Monday 15th August 2011

We had an excellent turn out of club members for a fun driving test at our August club night. Run as a Gymkhana the event was an opportunity to have a bit of fun attempting various tests at slow and faster speed around a flat field prior to making the short journey across the road to the Rudleigh Inn for a drink and a chat.

Among the tests were a straight forward timed run around the cones, an egg and spoon race ( well more accurately a tennis ball and ladle race ) and a test which involved the passenger holding a pint of water out the window while negotiating the course. To add to the fun drivers were told this test was being timed to make sure they could not go too slow - I don't think anyone found the stop watch wasn't being used at all for the test until the later !

A fun evening - many thanks to John Puzey for allowing us to use the field.





## **BPMC Karting Endurance Challenge**

The event will be held at Teamsport Bristol, Avonmouth Way, Avonmouth, Bristol, BS11 9YA. Full details of the track and directions can be found on their website [www.team-sport.co.uk/bristol](http://www.team-sport.co.uk/bristol)



**Date:** Thursday 17th November 2011

**Time:** 7.00p.m. start - 10.30p.m. finish

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

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

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

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

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

Please organise your team of 5 drivers and come up with a suitable team name. If you cannot raise a team of 5 but would still like to drive there will be a team to accommodate smaller numbers. Send all of your team details along with a cheque for £175 made payable to **Bristol Pegasus Motor Club** to: -

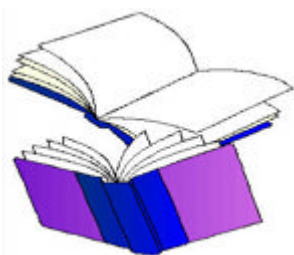


Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP

p. 07900 007747  
e. [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

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

## Remember When?



Online Books, Videos, CDs, DVDs

Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

# Club Night Directions: The Parkway

**Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB**

## **Directions from the M5:**

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

## **Directions from the M4:**

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.





## Some Pictures of the Wessex taken by Pete Stowe



The Chairman



It's behind you!



Start crew in action



Start crew inaction

## *Bristol Pegasus NEEDS YOU!*

The successful running of our sprint at Castle Combe depends on YOU as a Marshal

Saturday October 15th

- Get involved
- Be close to the action
- Meet Other Club Members
  - Free Hot Lunch
- All marshals posts have shelter
- No experience required



Contact Nick Wood 01275 833098 / 07786936941 / [nickswood@hotmail.com](mailto:nickswood@hotmail.com)



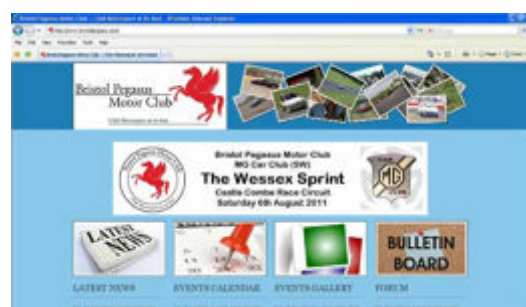
# Club Championship Positions as at September 1st

Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS	ORGANISED
27.40	Andy Moss	1	8	Yes
21.89	Chris Thompson	2	8	Yes
21.79	Alan Spencer	3	8	No
19.36	Martin Baker	4	5	Yes
17.90	Chris Goodchild	5	4	No
16.17	Tim Murray	6	5	Yes
15.87	Mal Allen	7	4	Yes
10.38	Nick Wood	8	6	Yes
10.00	Liz Moss	9	5	Yes
9.58	Coralie Thompson	10	3	Yes
9.29	Donny Allen	11	3	Yes
9.25	Alan Dillamore	12	3	No
8.58	Ralph Colmar	13	3	Yes
7.80	Cherry Robinson	14	4	No
6.50	Martyn Davies	15	2	No
6.43	Merill Spooner	16	2	No
6.43	Tom Hartshorn	16	2	No
6.00	Dick Craddy	18	2	Yes
5.50	Trevor Hartland	19	1	No
5.17	Pete Goodman	20	1	No
5.09	Andy Steel	21	1	No
5.09	Matthew Holley	21	1	No
5.00	John Corfield	23	2	Yes
5.00	John Puzey	23	1	No
5.00	Kevin Jones	23	1	No
5.00	Lewis Bird	23	1	No
5.00	Mark Brewer	23	1	No
4.83	Bob Bull	28	2	Yes
4.67	Maureen Harris	29	2	Yes
4.67	Phil Harris	29	2	Yes
4.00	Ian Parr	31	1	No
4.00	Tim Moreton	31	1	No
3.50	Ben Churchill	33	1	No
3.50	Brian Davage	33	1	No

3.50	Colin Ladd	33	1	No
3.50	Mike McBraida	33	1	No
3.00	Bob Hart	37	1	Yes
3.00	Ian Hall	37	1	Yes
3.00	Martin Emsley	37	1	Yes
2.00	Bruce Morgan	40	1	Yes
2.00	Carlie Hart	40	1	Yes
2.00	Carole Morgan	40	1	Yes
2.00	Chris Hartnell	40	1	No
2.00	Claire Hartnell	40	1	No
2.00	Elen Worthington	40	1	No
2.00	Keith Yeandel	40	1	Yes
2.00	Lesley Hart	40	1	Yes
2.00	Mark Tooth	40	1	Yes
2.00	Paul Draper	40	1	Yes
2.00	Paul Williams	40	1	Yes
2.00	Pete Hart	40	1	Yes
2.00	Peter Carpenter	40	1	No
2.00	Simon Child	40	1	Yes
2.00	Simon Moss	40	1	Yes
2.00	Steve Courts	40	1	No
2.00	Trevor Newman	40	1	Yes
1.83	Phillip Morgan	57	1	No
1.42	Ken Robson	58	1	No
1.00	David Poplar	59	1	No
1.00	Duncan Pittaway	59	1	No
1.00	Ian Woolcott	59	1	No
1.00	Jonathan Harber	59	1	No
1.00	Martin Watts	59	1	No
1.00	Matt Baggs	59	1	No
1.00	Steven Cooper	59	1	No
1.00	Tom Arnold	59	1	No

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





# Bristol Pegasus Fantasy Formula One 2011

Results upto Belgium GP Prepared by Simon Moss



Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Score
Martyn Davies	Ambrosio	Vettel	Red Bull	Virgin	Virgin	Australian	721
Millie Parker	Glock	Vettel	Red Bull	Virgin	Virgin	Australian	711
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	661
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	655
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	629
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	611
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	605
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	603
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	598
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	592
Rex Meaden	Glock	Rosberg	Red Bull	Rosso	Ferrari	British	557
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	539
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	538
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	519
Alison Bennett	Kobayashi	Rosberg	India	Red Bull	Rosso	German	516
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	515
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	513
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	508
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	507
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	499
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	498
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	496
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	491
Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	491
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	487
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	486
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	482
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	475
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	475

Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	472
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	452
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	451
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	448
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	448
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	445
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	440
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	437
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	436
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	423
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	422
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	415
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	412
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	409
Claire Meadows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	401
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	395
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	394
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	355
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	354
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	345
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	334
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	330
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	323

## 2011 Formula 1 Race Dates

Round	Grand Prix	Date
1	Australian GP	27 March
2	Malaysian GP	10 April
3	Chinese GP	17 April
4	Turkish GP	8 May
5	Spanish GP	22 May
6	Monaco GP	29 May
7	Canadian GP	12 June
8	European GP	26 June
9	British GP	10 July

10	German GP	24 July
11	Hungarian GP	31 July
12	Belgian GP	28 August
13	Italian GP	11 September
14	Singapore GP	25 September
15	Japanese GP	9 October
16	Korean GP	16 October
17	Indian GP	30 October
18	Abu Dhabi GP	13 November
19	Brazilian GP	27 November

# Monday 12th September

## Club Night - Talk by Mike Marsden

"An Introduction to the Aerodynamics of Cars" lasts just over an hour. The talk, perhaps rather ambitiously, covers road cars, racing cars and there's also a little bit on record breakers. It will start with some simple aerodynamics, so I hope that won't put people off too much. "



## Saturday 15th October 2011

### The Regency Laundry

### Pegasus Sprint

**Extended 2.05 mile course and new  
Format with 2 Practice and 2 Timed  
Runs - Regs out NOW.....**

**Supplementary Regulations now  
available from the club website or Andy  
Moss 0117 9912702**



## 2011 BPMC Events Calendar

**Recent updates shown bold/red make sure you update your Calendar or Diary!**

Month	Date	Day	Event	Venue
<b>Sep</b>	<b>12th</b>	<b>Mon</b>	<b>Talk by Mike Marsden</b>	<b>The Parkway, Stoke Gifford</b>
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
<b>Nov</b>	<b>14th</b>	<b>Mon</b>	<b>Talk by Alan Freke</b>	<b>The Parkway, Stoke Gifford</b>
Nov	17th	Thu	Karting	Avonmouth
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event