

Backfire

September 2012



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

**Cover : Club members at our annual Castle Combe
Tuition and Drive Track Day**

Month	Date	Day	Event	Venue
Sep	10th	Mon	Club Night	BAWA, Southmead Road
Sep	16th	Sun	Autotest / Autosolo	Chepstow Racecourse
Oct	8th	Mon	Club Night	BAWA, Southmead Road
Oct	26th	Fri	Navigation Scatter	Announced in time for the event
Oct	27th	Sat	Pegasus Sprint	Castle Combe Circuit
Nov	12th	Mon	Club Night	BAWA, Southmead Road
Nov	23rd	Fri	Navigation Exercise/Scatter	Announced in time for the event
Nov	29th	Thurs	Club outing	Jaguar, Castle Bromwich
Dec	10th	Mon	AGM & Buffet	BAWA, Southmead Road
Dec	27th	Thur	Xmas Noggin & Natter	Announced in time for the event

Deadline for Next Backfire: 26th September 2012

As always, we are looking for contributions for Backfire

**Editor: Martin Emsley Email: backfire@bristolpegasus.com
or by post: 61 Simmonds View, Stoke Gifford Bristol BS34 8HQ**

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

Please note - for Next Backfire please e-mail Andy Moss at chairman@bristolpegasus.com or send to 80 Meadow Way, Bradley Stoke, Bristol

**Cover Photo: Andy Moss & Alan Spencer were just two of the BPMC members who enjoyed a sunny and fun day at Castle Combe for the annual track day.
Photo by Tim Murray.**



Gerry Bath's beautiful Lotus Elite at the Castle Combe Track day. Photo courtesy of A. Moss



Editorial

Martin Emsley

Well I am most excited about the coming club evenings and I hope you will feel the same way. We have two great speakers for our autumn club nights, first up in October is Mark Elvin who is coming to give us an overview of the Thrust Bloodhound project, he is a designer and is sure to give a great insight into the project. Then in November, very many thanks to Dick Craddy for arranging, we have Mike Nicholson to regale us, you can read more about him elsewhere but I can assure you this will truly be one of the best evenings for a long while, Mike is a first class speaker. I would also encourage you to bring along anyone you think may be interested to these events and finally if you know anyone who might be prepared to come along and give us a talk please get in touch.

Contents

Editorial

Forthcoming Events

Chairman's Chat

Membership

Meet The Committee

Escursioni

Articles

Event Reports

Letters

Clubman's Championship

Fantasy F1

Market Place

Remember When

Meeting Details

Bristol Pegasus NEEDS YOU!

The successful running of club events requires Marshals and Organisers

- **Get involved**
- **Be close to the action**
- **Meet Other Club Members**
- **No experience required**



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Chepstow Auto Challenge, which is on Sunday 16th September.

Important Information Club Night Venue Update

Our new regular venue will be -
BAWA Leisure Centre
589 Southmead Road, Filton, Bristol, BS34 7RG

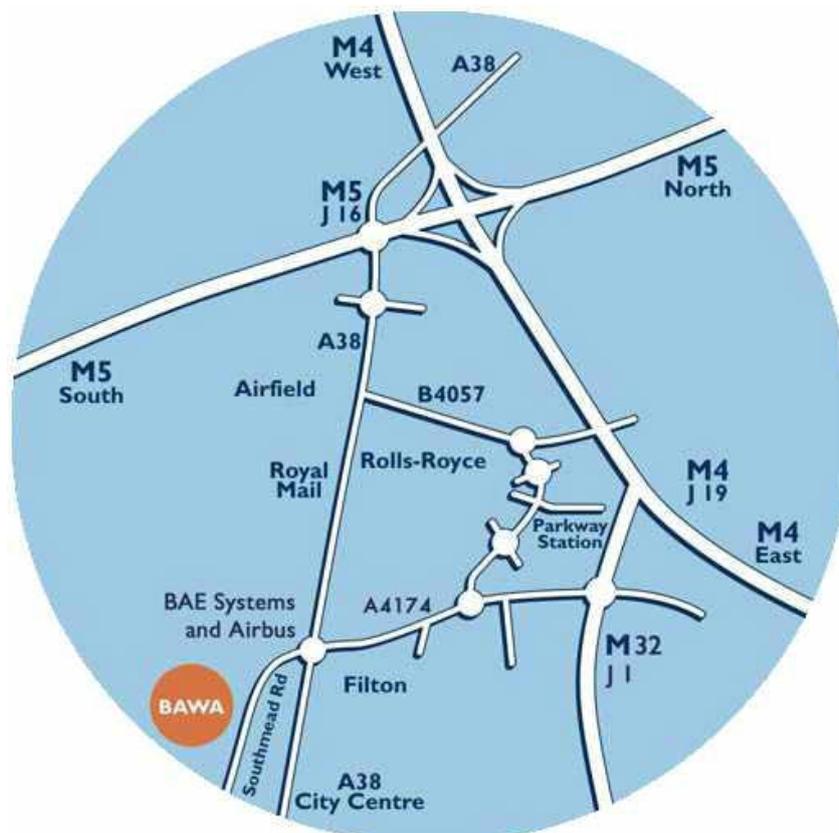


We will meet from 8.30pm in Room 7 which has excellent views of the sports field as well as parking visible from within the room

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer meetings we will be able to open the doors to our room and have direct access into the car park

Please Note : There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club in Room 7

As many members will know we will be returning to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



Forthcoming Events



BPMC Club Night - Monday 10th September

Come along and drink and a chat with like minded enthusiasts

THE CHEPSTOW CHALLENGE



SUNDAY 16th September 2012

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 will love this event.

Supplementary Regulations now available from website www.bristolpegasus.com come and join the fun. Marshals also required please.

BPMC Club Night **Monday 8th October** **Guest Speaker - Mark Elvin**

Come along listen to Mark, Bloodhound SSC Designer give us an illustrated insight & update on this exciting project.



Bloodhound Project to attempt a 1,000 mph world land speed record. The team aim to break the land speed record with the pencil-shaped car, powered by a jet engine and a rocket designed to reach 1,000 miles per hour (1,609 km/h) together with a Cosworth CA2010 Formula 1 V8 petrol engine auxiliary power unit. It is being developed and built with the intention of breaking the land speed record by 33%, the largest ever margin. If £15 million of sponsorship funding is obtained the construction should be complete by the end of 2012 and the record attempts should take place in 2013 and 2014.



Saturday October 27th
The Sunlight Textile Services
Pegasus Sprint
2.05 mile course layout with 2
Practice & 2 Timed Runs
Supplementary Regulations now
available
Details from the club website or Dave
Bence (mail@davebence.co.uk)

Due to the event being pushed back a few weeks we have decided that we have no alternative but to reduce the number of entries compared with last year. In the last few years we have had to turn entries away. Please bear in mind that entries are being accepted on a first come basis and we would therefore recommend that you get entries in as soon as possible.



The organisers of the Sunlight Textile Services Pegasus Sprint would like to compete rather than marshal so please come forward to marshal and allow some off those that help put club events on to also have some fun behind the wheel. To Marshal please contact Bob Hart 0117 9409772 or Nick Wood 01275 833098. If you would like more information about this event contact Chris Thompson on 01454 615604 or alternatively by email,

cmtbristol@tiscali.co.uk.

BPMC Club Night - Monday 12th November

Guest Speaker - Mike Nicholson



Perhaps best and most recently known as the Motor Sport Manager for Vauxhall Motors Mike started his motor sport career in the late 1950's as a navigator on local rallies in Derbyshire. Around ten years later he entered the Welsh Rally as a co-driver, this being his first International event. Moving on to be a co-driver for British Leyland, Opel and Vauxhall he sat with many well known drivers including Russell Brookes, Tony Pond, Jimmy McRae, Pentti Airikkala and Derek Bell before taking up his 'desk job'.

For 20 years, until his retirement in 2009, Mike had responsibility for Vauxhall's involvement in the British Touring Car Championship, British Rally Championship, Formula Vauxhall, Vauxhall Vectra V6 Challenge (TOCA support races) and Network Q sponsorship of the RAC Rally. His life brought him in contact with numerous well known drivers such as John Cleland and Jason Plato who he employed. Likewise he liaised with team managers of other manufacturers such as Dr. Wolfgang Ullrich of Audi now better known for the continuing and spectacular Le Mans victories. Oh! and not forgetting Bernie Ecclestone about whom you will hear more if you are able to come along.

Mike is an excellent speaker who delivers his stories in a humorous clear style. We are extremely fortunate that Mike has agreed to come along and talk to us. This is an evening absolutely not to be missed.



Jaguar Visit - Thursday 29th November

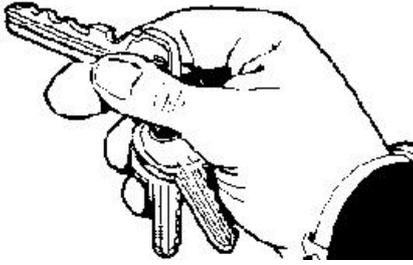


Thanks to the generosity of Chris & Claire BPMC have been able to arrange a factory tour at the Jaguar plant at Castle Bromwich. 1st come, 1st served - limited numbers. Contact Nick Wood on 01275 833098 to book your place.

More details and entry forms for these events on the club website

www.bristolpegasus.com





Chairman's Chat

Andy Moss

What a great day we had at Castle Combe, perfect weather and good company - what more could you ask for. It was nice to get my Westfield back out on track for the first time since the repair work - whilst I had done a few hundred road miles, it was nice to get to drive it in its ideal environment. I must say a big thank you to Dave Cutcliffe for coming round with me, some great tips including a different line through Quarry which made a lot of sense. Over the years I have been round Combe with quite a few of our more experienced club members and every time I have learnt a little more. I think you get a different view from a good sprinter, compared with a racing school or track day tutor, thanks Dave. It was great to see a few people out on track for the first time, which is a big part of what the Tuition and Drive Day is about.

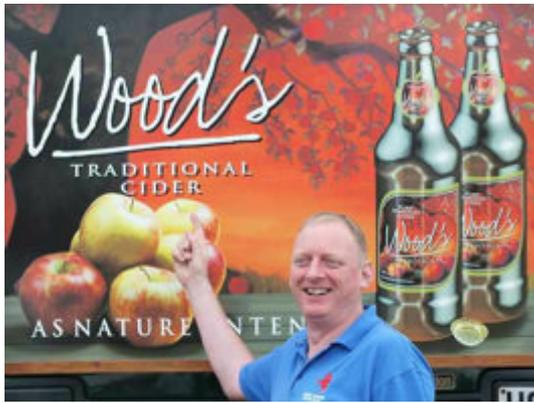


The next day we went to the "Summer Classics" event which had an interesting mix of cars for us to view but the highlight for me was the ride on the off road course. We took the wise decision to let Nick Wood try out the open sided Land Rover and on seeing the state he came back in, I took the safer option of the enclosed Discovery for what proved to be an exhilarating experience. Although Nick ended up muddiest perhaps he had an even better ride.

Our autumn social program is starting to look good, with two excellent club night speakers lined up already, and of course the AGM and buffet in December. It will be nice to welcome back club member Mark Elvin for the Bloodhound talk in October - many of you will know Mark who was an enthusiastic sprinter in his Metro GTi. He was previously at the Williams F1 team, and those of you who have spoken to him since he joined Bloodhound as a Design Engineer will know he has huge enthusiasm for the project.

Our visit to the Jaguar factory in November is something to really look forward to. Many club members will remember visiting the Browns Lane factory - I find it hard to believe that was back in 1997. Even then the factory was a brilliant example of automation and production line technology and we had a great tour. Browns Lane closed in 2005, and we will be visiting Castle Bromwich this time, should be excellent. Plans are already being made for more speakers and visits in the new year so it looks like an entertaining Autumn and Winter.

Finally a quick mention for the Pegasus Sprint, which is very near to being a sell out - all we need now is around 40 volunteer circuit marshals on the day - please consider helping if you can - it is a great way to get close to the action and involved in the day.



Meet The Committee

Nick Wood - Social Secretary

Tell us about yourself ?

I am me

What do you do for a living ?

White van man

When did you join the club and why ?

When motorsport was cheap. Can't remember why.

When did you join the Committee ?

When I was asked

What does your role in the club involve ?

A lot of work

What Car(s) do you Drive ?

I'm still working through my list but I used to have a Dutton.





Escursioni Martin Emsley

Have loved cars and motor sport since I was a little lad (a long time ago), I mean real racing not the current F1, mind you I did enjoy F1 up until they introduced all these artificial 'aids', I was no fan of active ride or launch control even less of KERs, DRS and Pirelli tyres. Let's face it Pirelli have shot themselves in the foot, in fact both feet, why? Well companies get into sport to advertise the prowess of their products, how good they are, yet all we hear about during the F1 commentary is when the tyres are going to suddenly stop doing what they are supposed to do! So the average person watching this may think twice about buying Pirelli tyres and the risk of them suddenly 'going off' whilst driving to say London. No the wise man will buy a more reputable, reliable make! Am I right? That said have to confess I have Pirelli tyres all round on our Eunos Roadster and they are pretty good, not failed yet, maybe we have a more robust compound rubber.



Back to the plot, oh yes, racing; I have never been a big fan of one make racing which is an oxymoron as they generally give exactly that – racing; all drivers in matched vehicles and not only is it close and very competitive but the best driver should win! I wanted to get to Silverstone earlier in the year but unfortunately circumstances conspired to halt that adventure. So the MX5 championships were coming to my local circuit on 17th June would be good to go to Castle

Combe as I love it for the variety and great organisation. I have driven it many times albeit not in an MX5 yet and can attest to it being challenging and fun. So two things in the way of my day out, firstly Father's day, I had seen my dad earlier in the week so that was ok and my girls wanted to buy me a curry in the evening, top idea, great plan. The other problem being that I work shifts and would be working a 12 hour shift until 6.30 in the morning, normally would go home and sleep! The weather looked good for the day so I decided it had to be done, could always doze in my chair in the sun!

So it came to pass that I got home, made sandwiches, got my stuff together before easing the Eunos out of the garage for a great 'blast' to the circuit. I had also recently bought a new camera and very much wanted to get the hang of it with racing shots before Silverstone Classic at the end of July. So I grabbed a bacon roll & coffee then started walking the circuit, stopping regularly to take pictures. En-route I met up with some acquaintances, to pass the time of day



with, before arriving back at Camp Corner at lunch time, setting up base with Chris Thompson and his family. We took a gentle stroll around the paddock, saw some great MX5's and a few damaged ones, met some interesting people and took lots more photos

before retiring to the chair for lunch and an afternoon's racing.

Needless to say I took yet more pictures and some of them are pretty good, was great to see Richard from Blackwood with his gang, seems the cars he is involved with were doing pretty well, all competing near the front. Best of all was the racing, the other races on the



programme were not so great, there were some interesting machinery but often not very exciting, yes I did fall asleep in one race. Something which could not be said for the Mazda races, all pretty close with some really tight dices going on all the way down the packs, an incredible number of cars in each event and terrific excitement especially the Mk1s. Yes most enjoyable and all boxes ticked will certainly try to get to more MX5 racing events in future.

Drove home tired but very contented, luckily managed to stay awake for curry and beer before a well deserved sleep! What a great Father's day!



If you have a minute or five take a look at Ralph Colmar's tribute to the achievements of the Connew Racing Team posted, just in time to celebrate the 40th Anniversary of the teams appearance in the Austrian Grand Prix, I think it is a great effort and most interesting.

<http://www.youtube.com/watch?v=boZlncP1PKY>

He has also started a [Connew Friends facebook page](#) as it is his belief this is not the end of the story. All likes, comments and further distribution of links will be much appreciated.

Spotted in a magazine recently was a write up about the Middle Barton garage anniversary party some members attended. great to see Anton's 500 complete with BPMC sticker.



In recent years I've gone to the Silverstone Classic with all the Emsley family. This year, as the Emsley women had other plans, Martin and I decided to go up for four days, for the three-day Classic itself and the test day on the day before the meeting officially began.

We arrived around mid-morning on Thursday and put up our tents. The campsite still hadn't quite recovered from the British GP a fortnight previously and was still pretty boggy, but we found a relatively dry spot, set up camp and headed for the track.

The test day is good because it's very informal and you can get to all sorts of places you're not allowed in during the meeting itself, including standing on the pit wall watching the cars flash by inches from your nose. The queue for scrutineering provided us with a line of bored people waiting their turn and only too happy to chat about their beautiful cars.

Silverstone these days is in two parts. There's the old paddock at the top end of the track and the new one down the bottom to go with the repositioned start line between Club and Abbey, so for the enormous entry for the Classic, half the cars go in one paddock and half in the other. During the meeting itself there are buses laid on to ferry spectators between paddocks, but on the test day no such luck – we had to walk.



We set off on the half-mile trek and hadn't gone far when one of the little golf buggy things (that the drivers are loaned to ride around in) went by. Martin stuck his thumb out, not expecting for one minute that it would stop, but stop it did and we piled on board. We didn't recognise the driver, who was a lovely friendly chap with a strong Geordie accent. He told us that he was a bit nervous as he was about to drive his GRD sports racer for the first time, at Silverstone which he'd never driven at before, and with Roberto Moreno as his co-driver. Martin and I looked at each other, wondering who on earth this chap could be. He went on to say that he'd done a lot of racing in the US in a variety of cars including a Lola T70. We still hadn't a clue. It was only when we got to his car in the bottom paddock, where Moreno was waiting, that we were able to see his name on his racing overalls – Brian Johnson of AC/DC.

So we'd made friends with a superstar without realising it. We went back to see him and Roberto after they'd practised, and Brian was chuffed that he'd improved his lap time by eight seconds over the course of the session, ending up around five seconds behind Moreno. We thought that was a good effort considering Roberto's experience.

The meeting proper began on the Friday. Martin, as befits the Editor of that august and

influential journal, Backfire, had naturally been granted press credentials, so whilst he went off to be wined and dined by the AA and hobnob with Nigel Mansell, I continued to look at all the wonderful cars, in company for a time with Bob Bull. Bob was only there on the Friday so had a lot to see in the one day and quickly moved on, leaving me to continue my gentle pottering.

The Silverstone Classic claims to be the largest historic race meeting in the world, and I've no reason to doubt that claim. There were over 600 cars entered for the races alone, plus many more interesting vehicles displayed by the many one-make car clubs present, and on other stands. The entries for each race were tremendous – over 60 historic Formula Juniors, 60 pre-'63 GT cars, 31 '70s F1 cars etc etc, and only a couple of the 24 races had fewer than 30 entries.

Friday had been practice only, and racing proper was on the Saturday and Sunday. The highlights for me were the two Derek Bell Trophy races for F2 and F5000 cars, both of which featured tremendous battles for the lead between Michael Lyons and Simon Hadfield in F5000s and Martin Stretton in a little March 742 F2. I witnessed a very funny moment when Frank Lyons (Michael's father), driving a beautiful F5000 Eagle, had to take avoiding action when another competitor had a moment in front of him. Frank ended up on the very wet and slippery grass at the entry to Copse – and couldn't get off it. Every time he let the clutch in the car pirouetted wildly but went nowhere. Eventually he managed to persuade it to go in a straight line and slithered slowly back onto the tarmac, to great cheers from the crowd.

Other highlights were watching Jackie Oliver chucking a beautiful yellow Ferrari 250GT about with great abandon, two incredibly hard fought Formula Junior races, and Julian Bronson's beautiful Scarab F1 car.

The Silverstone of today is a tremendous facility in many ways. Those of you who only remember the dreadful bogs of years past would be amazed at the numerous modern toilet facilities. The disgusting burgers and hot dogs of yore are gone – the food outlets, although pricey (naturally) serve really nice grub, and the Paddock Cafe is a great place for breakfast. There are buses to ferry you around, and there are rock concerts in the evenings (although Martin and I passed up the opportunity to see Adam Ant – can't think why). The major problem is that it's a modern F1 track, with enormous run-off areas and no trackside view other than through debris fencing.

Still, I really enjoyed my weekend. Amazingly, apart from a couple of heavy showers on the Friday, the weather was good, and we had a nice relaxing day on the Sunday basking in the sun in the grandstand near Club corner. If you've never been to the Silverstone Classic I recommend that you try it. The racing is generally good, and the number of wonderful cars to look at is mind-boggling.





Photos; Martin Emsley



Track Day Spence

I've been asked to do the report on the day, so here goes.

We all arrived, unpacked, had the cars checked and noise checked, then in batches of 7 drove hell for leather around the circuit, setting the world alight, champions all.....

Well this is not enough for the mag, and not very PC for the Club so I'll start again.....

The morning started very misty in Bristol and crossing my fingers for a dry day set off for the Race Track, as I drove over The Cotswold Edge, Tog Hill, the sun came out which was to last all day, great! On arrival part of the paddock had been taped off for the Bristol Motor Club autosolo, this did mean we could not use all the paddock areas but Tony and Phil had made other arrangements to line us up for our runs, they used the pit area and came out on the circuit via the pit lane. After the noise test we all gathered in the centre to listen to Dave D'Costa's safety and basic use talk, about the circuit, most amusing is our dear old Dave, he was to be our mentor / instructor for the day. The run tickets and signing-on was handled by Tim Murray, we were then ready to go out on the track for the first runs. I went out with Andy Moss his Westfield looking splendid after its rebuild, he must have done something to the engine as it shot off around the circuit very quickly, I overtook a few and was also overtaken by a very fast mini that did not look very standard "its not what you got but the way you use it" and got in a tangle with one of the Volvos on another run.

We had invited the Mini Cooper club, MG, Westfield and Volvo clubs to join us, and there were some interesting Minis entered and two Volvos, along with Westfields, Porsche Boxsters, hot hatchbacks (106, 206) MGBs, a rather quick Mk1 Escort, and a modern Nissan very quick among others.

Club member Nick Cook took out his Boxster along with Chris Goodchild in his Lotus Elise, and a new member in his Porsche, he must have been doing something right as it came back with corn stuck up in the rear valance, a small off maybe? They say anything behind the door pillars is fair game, (at least you got the front through) Also out in the Evo was Mike McBraida along with Ian Hall in a borrowed MR2 and Birdy Jr in his road going / race Peugeot.

I have never asked to go out with the instructor since taking part in this event, so this year, to get an extra go maybe, asked Dave D'Costa to sit in and talk me around, well he didn't like my way around the circuit and had me braking far too early into bends but I did pick up a few small pointers, so watch out on The Pegasus Sprint. I thought some of his lines were a bit careful, 'but I suppose he's had a talk to Ed Mole', and wanted to get home that day. Still think brake-change-turn all in one go is the fastest way around (in the dry) still what do I know, I should be covered in mud.

The day worked out ok considering the loss of part of the paddock, there were no major offs, and Tony and Phil even got the weather right, many thanks to the organisers, it was well worth its money, and even had two extra goes at the end as there was time to spare, had to give up in the end only enough fuel to drive home. If you fancy a go in the hairdressers car as a passenger turn up next year, you can sit in with me or Nick.

So will I come back? YOU BET. Book me in for next year.





Photos; Andy Moss



Review of the 2012 BPMC Tuition & Track Day

Tony Smith

The 2012 Tuition and Track Day took place on Saturday 11th August at Castle Combe Motor Racing Circuit, Chippenham, Wiltshire.

Although the event reverted back to its traditional slot of early August, it was also on the same day as the Bristol Motor Club's AutoSolo. While the AutoSolo didn't use the track itself, we had to look at the logistics of the Tuition & Track Day as most of the paddock would be off limits to us. This included return routes from the Scrutineering bay and the exit route from the track. Through liaising with the circuit, we managed to find suitable routes to keep the Tuition & Track traffic away from the AutoSolo event. However, due to the reduced paddock space, we played it safe and did not have the Bristol Hot-Rods on show as in previous years.

Tickets to the 2012 Tuition & Track Day went on sale to Bristol Pegasus members first in December 2011, with the tickets being released to non-members the following April. The Mini Cooper Register took 15 places at first but their interest increased as the event neared. I will take this opportunity to welcome members who took up the offer of joining the Bristol Pegasus Motor Club as part of their entry, hopefully you will experience more events during the club calendar.

It had to be said that the take up of the tickets for this year's event had been quite slow. I put back the closing date by two weeks to capture more interest. But by the beginning of August all tickets had been sold. Speaking to Castle Combe officials on the day, it seemed that we had been quite fortunate as there had been many track days during 2012 which had very low take up, some events only having as little as 15 cars. It would seem that the global meltdown is having an effect of motorsport, or it is just the price of fuel!

Following the brilliant (!) summer that we have been experiencing, we were lucky with the weather on the day. Although it did also fall on the Saturday of the Bristol Balloon Festival weekend, this being notorious for bad weather, the early morning mist lifted to give perfect on track weather. The following morning was another story, with a massive thunderstorm hitting us, sorry balloons!

I picked Phil Harris and Tim Murray up early in the day with a car packed with traffic cones, fold out chairs, a huge pack lunch and a bottle of sun tan spray. This was the first year of using the Kay Thomas Centre for both signing on and for the briefing. There was a queue at the door of the signing in area before we even had chance to get ready. A good sign for a full queuing area for the first run at 9am. However only 4 drivers were on the first batch to leave, were the rest having a 'Big Boy Breakfast' in the Tavern?

We used the wider track-side pit lane for arranging the cars prior to release onto the track. This worked very well, as we could leave up four lanes all day. The cars entered this year gave a refreshed array of vehicles, including a total of 19 Minis, 9 Westfields, 4 Porsches, 3 MGs and a cluster of other vehicles.

The Mini Cooper Register brought a great selection of Minis along. All fantastic classic original Minis covering most variants of Austin / Morris, Cooper / Cooper S, Clubman / Countryman / ex-works models. This gave a rare collection of Minis in one place, which was a real treat. As with most years, they would fight to be in a group of seven so they could have a run of just Minis. Me being me, of course they could play together! We also had other wonderful classic cars entered. Two superb Volvos; a 1967 Amazon and a left hand drive 1966 PV S44. There was also a timeless 1972 Porsche 911, a race prepared Ford Escort Mk1, a 1967 MG B GT and a stylish pre-63' MG MGA. The Tuition & Track Day always brings out some unusual combinations of cars; I particularly enjoyed seeing the massive 4.6 metre long Nissan GTR with its [roughly] 500 BHP sat behind a Morris Cooper S. You could almost see the Nissan licking its lips as it waited behind the Mini.

Within the first half hour on track, a yellow Westfield lost its fan belt as it passed the pit area – which almost fell into the hands of one of the circuit officials. The Westfield somehow continued for half a lap before conking out. The second Westfield related incident was an hour or so afterwards which ground to a halt as it passed the pit area, with what I believe was an oil pressure issue. Some quick manoeuvring and shift pushing from the circuit staff got the car off of the track with minimal fuss. The day went very smoothly with just a lone car on its last lap left on the track which caused a red flag and a bonus lap for next batch of cars. The revised circuit exit flow worked well and we were back on track (if you pardon the pun) straight away. The only other occurrence was when a Mini squealed, lurched and suddenly came back up the track entry slip the wrong way. I did ask what the problem was, gearbox issues I think.

I heard a few crackles over the radio when an odd car spun and continued. My favourite being the Honda S2000 losing it on the exit of Camp Corner and travelled sideways until it came to a halt in Chippenham town centre. The Castle Combe Racing School Instructor, Dave Da Costa, was extremely busy during the morning. There was a queue of four cars awaiting instruction at one point. Regardless of what car he was instructing from, he would fly out of the pit area with smile, or was it gritted teeth?

I took the opportunity during the hour lunch break to check out the main paddock and other cars that seem to be visiting. I found a rather nice Ford GT40, a rally prepared Cooper with all the trimmings and a 'Cooper' service van.

From around half three we started on the extra runs and managed to get 27 cars out on extra runs before everyone ran out of steam. With an empty pit area, we thought 'This is new....' and we decided to call it a day at 4.30pm. This we took as a complement that everyone enjoyed themselves.

Many thanks to Phil Harris and Tim Murray for their help on the day. Also to Graham Robinson of the Mini Cooper Register for coordinating such a terrific collection of Minis. And a big thanks also to Alan Jenkins, Adrian & Nicki Fawdington and the rest of the Castle Combe marshals & officials for their excellent management of the circuit.



Summer Classic Simon Child

Easter Compton Classic Show - 12 Aug 2012

As the Sunday had started out with thundershowers a quick text to Nick was called for to make sure we were still going, "Yep C U 9.30 at pub" was the reply. Saabie and I set off and were at the "Fox" for 9.15 and just having a fag when Nick rang (How he can drive and phone is beyond me!!!!,) to say get ready, we are on the way and he had not told Martin that I was waiting for them at the "Fox", so fell in behind the "convoy" and followed onto the site.

Line up the cars, Martin's Blue MX, Andy's Westie, Alan's Barbie, Nick's MX and my Saab, get the BPMCs Flag up and lots BMC mags and the likes all over the cars, well we were there to promote the club and not just to enjoy ourselves and to get free entrance to the show!!. As we wander up the show ground, looking for a cupper, the main discussions centre on how big the show is, how dry it is, a surprise to us all after the rain we've had and could we use the gravel tracks and concrete roads for some car madness (sorry, club auto sport), We decide the show covers most areas of interest, from model planes being flown in a large shed, an old film of Brooklands from the 30's being shown in the cattle auction area, to most types and models of cars, campervans and even 18 wheelers from the good old US of A, A pretty good turn out of classics, modems, customs, kit cars, bikes and a few club stands as well, worth putting in your 2013 diary if you ask me, I will have to try and get the Tiv there next year.

After our cupper I decide to have a wander to the "Off Road" area, and find a nice young man called Noddy, who's just having a blast driving his Disco in the mud like a complete nutter, After he spies my BMC sweatshirt he confesses to knowing our Spence, my brain is working overtime in thinking "who can we get out on the mud tracks in an open topped, cut down land rover? NICK!!!!!!!!!!!!!!". Get the boys up to the Off Road track, (mud bath) and persuade Nick into taking a ride, fall about laughing when the chap driving it gets stuck in what looks like 4ft deep mud and then "floors it" covering Nick in mud (think the field is some time used to keep cattle in so may have other stuff mixed in with the mud).



Bit more wandering around and then it was time for the off, was good to be there promoting our club and think this is the way we could get more members.





Photos; Martin Emsley, Andy Moss, Simon Child



2012 Club Championship Positions as at July 31st Prepared By Chris Thompson

TOTAL POINTS SCORED	CLUB MEMBER	POSITION	NUMBER OF EVENTS	ORGANISED OR MARSHALLED
22.17	Andy Moss	1	6	Yes
19.17	Chris Thompson	2	7	Yes
11.50	Alan Dillamore	3	4	No
11.00	Alan Spencer	4	5	Yes
11.00	Liz Moss	4	4	Yes
9.50	Ralph Colmar	6	5	No
8.25	Chris Goodchild	7	2	No
8.17	Martin Baker	8	2	No
7.50	Tim Murray	9	3	Yes
5.00	Bob Bull	10	3	Yes
4.75	Tom Arnold	11	1	No
4.33	Ian Parr	12	1	No
4.00	Colin Ladd	13	1	No
4.00	Nick Wood	13	2	Yes
3.50	Martin Watts	15	1	No
3.50	Martyn Davies	15	1	No
3.00	Andrew Bisping	17	1	No
3.00	Cherry Robinson	17	2	Yes
3.00	CoralieThompson	17	1	No
3.00	Dick Craddy	17	1	No
3.00	Duncan Pittaway	17	1	Yes
3.00	Mal Allen	17	1	Yes
3.00	Martin Emsley	17	1	yes
2.67	Grahame Harden	24	1	No
2.00	Alison Bisping	25	1	Yes
2.00	Carlie Hart	25	1	Yes
2.00	Donny Allen	25	1	Yes
2.00	Ian Hall	25	1	Yes
2.00	Pete Hart	25	1	Yes
2.00	Simon Child	25	1	No
1.83	Nick Cook	31	1	No
1.00	Andy Baverstock	32	1	No
1.00	Elen Worthington	32	1	No
1.00	Neil Davies	32	1	No



Bristol Pegasus Fantasy Formula One 2012

Results Up to Belgium
Prepared by Andy Moss

After the Belgium Grand Prix our Fantasy F1 continues to be as exciting and close as the real championship.

Dominic Bennett	Resta	Vettel	India	Lotus	Ferrari	British	334
Joe Robson	Resta	Vettel	India	Lotus	Ferrari	Australian	326
Tim Murray	Raikkanon	Rosberg	Mclaren	Williams	Sauber	Belgian	326
Dick Craddy	Raikkanon	Rosberg	Mclaren	Williams	Sauber	Australian	325
Mike Marsden	Resta	Vettel	Lotus	Mercedes	Caterham	Monaco	324
Elisabeth Lewis	Alonso	Vettel	India	Rosso	Lotus	Spanish	312
Simon Child	Raikkanon	Resta	Lotus	Rosso	Lotus	Abudhabi	310
Charlie Emsley	Alonso	Rosberg	Marussia	Mercedes	Redbull	British	307
Matthew Johnson	Schumacher	Vettel	India	Lotus	Sauber	Australian	305
Chris Thompson	Hamilton	Hulkenberg	Lotus	Mercedes	India	British	304
Ken Robson	Hamilton	Vettel	India	Sauber	India	Chinese	296
Chris Lewis	Resta	Vettel	Ferrari	Sauber	Caterham	British	294
Martin Baker	Grosjean	Maldonado	Lotus	Mclaren	Rosso	British	294
David Garnett	Raikkanon	Resta	Mclaren	Sauber	Sauber	British	293
Steve Clark	Hulkenberg	Vettel	Mercedes	Rosso	Mclaren	German	290
Helena Sarsted	Button	Ricciardo	Lotus	Williams	Redbull	British	284
Alexander Wooldridge Smith	Resta	Vettel	Caterham	Mercedes	Mclaren	German	280
Richard Reynolds	Rosberg	Schumacher	Ferrari	Williams	Sauber	Monaco	276
Martin Emsley	Glock	Vettel	Ferrari	Hrt	Mclaren	Malaysian	274
Ann Farrow	Resta	Vettel	Caterham	India	Redbull	Monaco	270
Ross Willing	Hamilton	Rosberg	Ferrari	India	Marussia	British	268
Helen Davies	Button	Hamilton	Lotus	Rosso	Caterham	Malaysian	266
Alison Bennett	Button	Resta	Mercedes	Williams	Ferrari	British	261
Richard Ibrahim	Vettel	Senna	Mclaren	Rosso	Caterham	British	256
Liz Moss	Petrov	Senna	Mercedes	Redbull	Williams	Japanese	253
Ian Hall	Hamilton	Senna	Caterham	Redbull	Marussia	Monaco	252
Mark Niblett	Resta	Rosberg	Caterham	Mclaren	Mclaren	Monaco	248
Martyn Davies	Hamilton	Hulkenberg	Mclaren	Rosso	Rosso	Australian	247
Victoria Phillips	Hamilton	Ricciardo	Ferrari	India	Sauber	British	247

Claire Meadows	Button	Schumacher	India	Lotus	Sauber	Monaco	247
Chris Bennett	Alonso	Kovalainen	Caterham	Ferrari	Ferrari	Italian	244
Coralie Thompson	Resta	Schumacher	India	Mercedes	Redbull	British	238
Alyson Marsden	Button	Webber	Caterham	Mercedes	Hrt	Australian	232
Simon Moss	Button	Schumacher	Mercedes	Williams	India	Australian	230
Rex Meaden	Hulkenberg	Resta	Mclaren	Mercedes	Caterham	British	229
Jenny Hall	Hamilton	Resta	Mclaren	Rosso	Hrt	Canadian	225
Sharon Reynolds	Kovalainen	Rosberg	Hrt	Mercedes	Rosso	British	225
Andrew Moss	Resta	Petrov	Mclaren	Mercedes	India	British	221
Caroline Meaden	Button	Kovalainen	Mclaren	Williams	Hrt	Hungarian	219
Pete Stowe	Kobayashi	Kovalainen	India	Mclaren	Mclaren	British	219
Bill Farrow	Hamilton	Petrov	India	Mclaren	Marussia	Italian	212
Mary Craddy	Resta	Schumacher	Caterham	Redbull	Rosso	Malaysian	200
Chris Hartnell	Button	Resta	Hrt	Mclaren	Hrt	British	186



Remember When?



Market Place - For Sale

BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish.

These are a must for club members and available for £2.00 each from Martin Emsley.



BPMC polo or sweatshirts

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

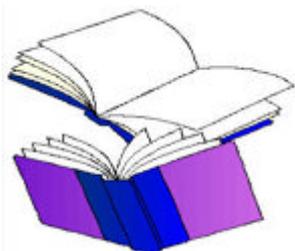
alanspencer@orange.net 01179 712587

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



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

White, grey, light blue, royal blue and black - S, M, L and XL.



Online Books, Videos, CDs, DVDs

Visit the bookshop

www.bristolpegasus.com

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

Bristol Pegasus NEEDS YOU!

**The successful running of club events
requires Marshals and Organisers**

- **Get involved**
- **Be close to the action**
- **Meet Other Club Members**
- **No experience required**



We would encourage members to try and marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the Pegasus Sprint show their support by making the effort to come out and marshal on events such as the Chepstow Autosolo, which is on Sunday 16th September.

Dates for your diary - Full details inside

BPMC Club Night - Monday 10th September

Meet with othe like minded enthusiasts and discuss adventures & topics over a shandy

Chepstow Challenge - Sunday 16th September

An opportunity to have a fun day testing car and self at this great venue

BPMC Club Night - Monday 8th October

Guest speaker Mark Elvin - come and hear the latest on the Bloodhound SSC project

Pegasus Sprint - Saturday 27th October

Get your entry in now or come and marshal on this superb event

BPMC Club Night - Monday 12th November

Guest speaker Mike Nicholson - a not to be missed opportunity to hear a great speaker.

BPMC Jaguar Factory Visit - Thursday 29th November

Come along for a day out and see the latest Jaguars being built

BPMC Club Night - Monday 10th December

Club AGM - Support your Club, have your say, celebrate the trophy winners and enjoy the buffet and a shandy

For all the latest news
Why not visit our website
www.bristolpegasus.com

