

Backfire

Bristol Pegasus Motor Club Magazine



September 2013

**Action from last years Pegasus Sprint at Castle Combe
Information on entering or marshalling this year inside**

Contents

Acting Chairman's Chat

Editorial

Pit Lane Exit News

Bring Your Car Night the Rudleigh Inn, Photo's

40,000 Miles With A Stupid Grin And A Bullet

French Frolics 21st - 28th June 2013 Part 2

2013 Clubmans Championship as at 30/6/2013

2013 Marshals Championship as at 30/6/2013

Club Night Venue

British Hill Climb Championship - Wiscombe Park

BPMC Merchandise

Fantasy F1 Results

2013 Invited Speed Events

2013 Calendar

Remember When

Pit Lane Entry News

Trivia Answer

Backfire

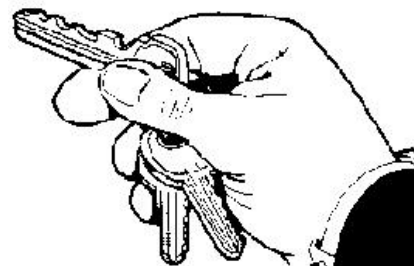
Trivia Question

In the film bearing his name, Frank Bullit drove a Highland Green Ford Mustang through the streets of San Francisco in a famous car chase, what car was he chasing ?

Answer at the back of this issue.

Acting Chairman's Chat

By Andy Moss



As we go to press the regulations for the Pegasus Sprint have been published. A change of format has been forced upon us by a new MSA edict that Sprints at permanent circuit venues must start off track. We have decided to use the format devised for the only Combe running of Wessex Sprint, which we ran with the MG Car Club two years ago. We could not get an additional date to make the Wessex at Combe an annual fixture, so it is nice to have the opportunity to revive this layout.



The format means competitors start from the normal pit lane exit and complete a full lap of the circuit before crossing the finish line and returning off the circuit via the same route. This allows enough time for a full four runs, giving the traditional two practice and two timed runs. In order to run this format we needed the agreement of the MSA to allow us to return via the pit lane exit, and obtaining this and updating our regulations means that the event details are a little later being published this year. Members are encouraged to enter as soon as possible, as we have also reduced the maximum

entry to allow for the new layout. The event is a little earlier in the month compared with the very late date we had last year, so we hope to avoid the exceptionally cold weather that we experienced at the previous Pegasus, hopefully we will get a nice warm autumn day this time around !

Before the sprint we have a couple of excellent events in September. For our September Club night we are returning to BAWA and have an excellent guest speaker lined up when Jacqui Furneaux visits us to tell us about her epic seven year journey from India to Bristol on an Enfield motorcycle. To get a flavour for what we can expect there is an article later in Backfire taken from Jacqui's website – I am certainly looking forward to an entertaining motoring tale.

Later in the month we have our Gymkhana / Grass Autotest at Chepstow. The plan is to run a similar fun event as we did at the same venue two years ago. This time we are running as an Autotest to allow tests to be timed to the second, but the general format and spirit of the event will be about having some fun competitive driving that is suitable

for both the seasoned entrant and those new to motorsport. Any normal road car should be suitable – last time out Alan Dilamor proved in his Hawk Stratos replica that you could use even relatively low cars with minimal visibility! No helmet or competition license is required so come along and join in.

In terms of my own motoring activities, I had a great trip with some fellow club members marshaling the British Hillclimb Championship at Wiscombe at the start of the month – there is a full write up and pictures later in Backfire. After that myself and the family holidayed in France with the Caravan. Driving in France was a new experience for me and rolling off the ferry with the Caravan in tow was a great introduction! Fortunately all went well. The best car I spotted on route was a very nice Citroen Traction Avant, which brought back memories of a very similar car owned and used everyday by a former work colleague.



Andy Moss - andy@mossdata.co.uk - 07710 000144

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**



Editorial



I hope everyone has been enjoying the unusually fine summer, August last month started with a trip to the VSCC meeting at Prescott with BPMC club secretary Tim Murray.

The following day there was a fantastic turn out at the Bring Your Car Night the Rudgleigh Inn, photo's of which appear later in this issue. The following weekend it was down to Queen Square for the monthly Avenue Driver Club get together which this month included a goodwill visit from Avonshire Constabularies Armed Response Unit which drew much attention.

A couple of quiet weeks were followed by a trip to Oulton Park for the Gold Cup where among the surprises were one of Ronnie Peterson's old March 761's and an array of noisy Formula 5000 machines.

I have also had a go at devising a route for a future tour event, and realised how difficult that is even with the aid of modern technology, how did organisers ever manage with nothing more than a Ordnance Survey map ?

Articles still keep coming in from members, if you have a motoring story to tell please do not hesitate to get in touch.

Looking forward to Jacqui Furneaux talk at BAWA on Monday the 9th of September and to the Gymkhana Autotest on Sunday the 22nd. Hope to see you there.

Wishing you all safe motoring.

Ralph Colmar - Editor

e-mail: backfire@bristolpegasus.com



Deadline for Next Backfire: 25th September 2013

As always, we are looking for contributions for Backfire

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

Pit Lane Exit News

Club Events

Monday 9th September - Club Night - Guest Speaker - BAWA Room 4

Guest Speaker Jacqui Furneaux - 7 Years From India To Bristol On An Enfield Bullet!

We are pleased to welcome Jacqui Furneaux as our first guest speaker of the second half of 2013. More details on the back cover.

Arrive from 8pm to get your drinks in the bar for an 8.30pm start to the talk.

Sunday 22nd September - Grass Autotest / Gymkhana

Club member Steve Dummett has kindly leant us a field for this fun competitive and social event. Any road car will be eligible, for some challenging and not so challenging 'tests' on grass. The event will be similar in format to the Gymkhana we ran in 2010 but will be run as an Autotest this year with tests to be timed to the second. The venue is Sheepcot Farm, Miss Graces Lane, Tidenham Chase, Chepstow NP16 7JR M/R 172/549997 and will be arrowed from main road. We need some non-competing volunteers to help run the day. Contact Alan Spencer - alanspencer@orange.net for details.

Saturday 19th October 2013 - Pegasus Sprint

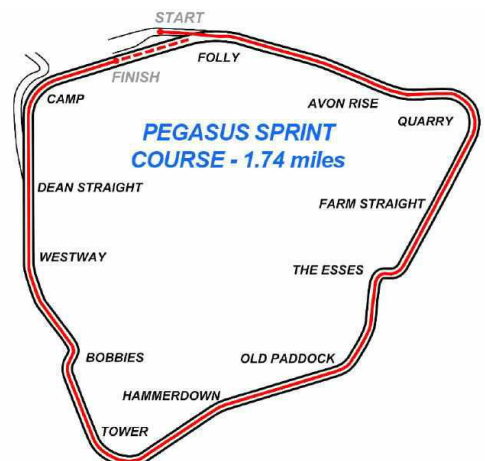
New One Lap Course with 2 Practice & 2 Timed Runs

Limited entries - regulations now available for download from <http://www.bristolpegasus.com/>

Further entry Information

Dave Bence - mail@davebence.co.uk or 0117 9372344

Marshals Required - Contact Alan Spencer
alanspencer@orange.net or 01179 712587



Invitations

Marshals are required for the Staindale stage on the Trackrod Rally Yorkshire.

This runs Friday evening and Saturday daytime 27th / 28 September

Friday Signing on from 17.00 to 18.00 First car 19.34, last car OTL 22:34

Trackrod Rally Yorkshire, Trackrod Pre 87, Land Rover Challenge and Trackrod BRC.

Saturday Signing on 8.30 to 9.30 First car 11.00, Last car OTL 16:14

Trackrod Forest Stages, Trackrod Rally Yorkshire and Land Rover Challenge. Souvenirs for all marshals attending the event. If you would like to come along please contact Simon Marston. Mobile Tel no 07889 152580. E mail: sm_marston@hotmail.com

Carfax Rally

With regret Oxford Motor Club have cancelled the Carfax Rally. RAF Benson is unavailable due to runway repair work. In its place, on the 24th of November, they will be running a Rally Time Trial at Arncott, Nr Bicester. **John Blackwell** johnblackwell14@btinternet.com

Bristol Pegasus
Motor Club

Club Motorsport at its best



Bristol Pegasus Motor Club

Grass Autotest

Sunday 22nd September 2013

Fun tests in a smooth field

No experience, competition license, helmet or overalls needed

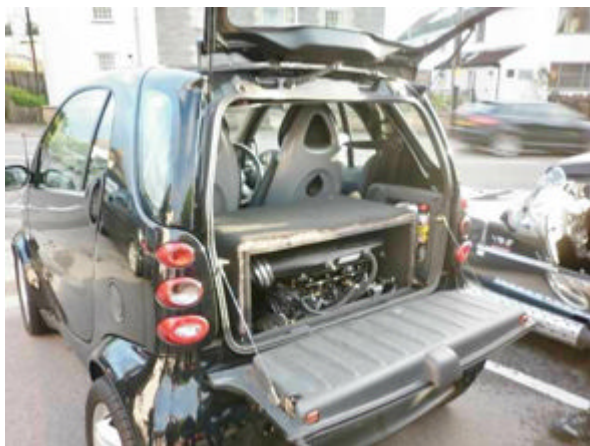
Most road cars are suitable - just turn up and join in

Sheepcot Farm - Tiddenham Chase - Chepstow



Regulations available on the club website

Bring Your Car Night the Rudleigh Inn, Photographs





40,000 Miles With A Stupid Grin And A Bullet

For my 50th birthday I bought a 500cc Enfield Bullet in India and set off , initially with the Dutchman who suggested the idea. None of it was planned, I took the chance of a lifetime when I should have been saving for my retirement.

When I'm riding it, I get a stupid grin that lasts the whole journey. People get 'high' from drugs or aerobic exercise. I just have to ride my Enfield. I don't like being cold though. Then the grin becomes a frozen grimace.

The Enfield Bullet is little changed from the 1950s. So adaptable is it for rugged terrain, heat, cold and bodged repairs that the entire factory was bought from Redditch, England and shipped to Chennai in India in the 1960s. Enfields have been made in India ever since .

I had no intention of travelling for so long, but for seven years I lived on £300 per month staying in the cheapest accommodation and eating delicious food from street stalls. Hurrah for internet banking which made managing my finances so easy!

Visas for each country were obtained as I went, often at the border when I got there. Some I had to pay for, some were free. Some South and Central American countries required vehicle insurance which I purchased at the border, otherwise I did not have any.

My adventures took me all over India, Pakistan (where I broke my leg and was cared for for many weeks by a kind Pakistani family), Nepal, Thailand, Cambodia, Malaysia, Indonesia, East Timor, Australia, Papua New Guinea, New Zealand (where I fell in love and worked as a hospice nurse), Ecuador (when the love affair didn't work out), Colombia, Panama, Costa Rica, Nicaragua, Honduras, Guatemala, Mexico and home rapidly via the US and Canada.

I shipped or flew myself and the Enfield over the seas riding overland whenever possible. Twice I thought I was going to die whilst on small yachts with the bike: once when travelling from Malaysia to Indonesia, and then in transit from Colombia to Panama; I slept with a knife under my pillow when not on watch! In the Straits of Malacca the boat was robbed by pirates at sea. After that I vowed to stay on land which didn't mean I stuck to my word or that the rest of the seven year journey back to Bristol was always smooth...

I do not refer to it as a Royal Enfield. That would be too pretentious for a machine that looks like it does now. Anyway it doesn't matter to me. It has dents and scratches and quirky alterations and parts that shouldn't be there and would never win a 'Best Bike' prize at any show. But each knock and idiosyncrasy recalls an event.

Today it lives with me on a Dutch barge in Bristol harbour and is still my only means of transport. I know it's just bits of metal, but the whole is greater than the sum of its individual parts and is my only concession to materialism.



JACQUI FURNEAU

Don't forget to come to Jacqui's talk on Monday 9th September at BAWA

French Frolics 21st - 28th June 2013 (Continued)



Next day at Nagaro I got to work on the 'adjustments'. Off with Dive board, up with ride height, up with tyre pressure and off with broken front roll bar. The modified ride was spot on. Still gripping but not too tiring and I think a bit quicker.

A brief whizz round Nagaro:- Join from the pits just after pit straight, 3rd gear right, right then tightening 180° right/left (30mph) then accelerate through kinked right

onto back straight up through gears to 5th, the end, kinked 180° right rushes at you with alarming rapidity!. Power on through right to 90° left, brake, onto rumble bits, left, fire up short straight, double apex right, short straight 3rd flat, 90° right, then power through left onto pit straight and try not to brake too soon at fast left (all you can see is the approaching Armco up front) then left and right and round again.

Lunch was a vast mixed salad followed by huge bowls of steak and chips! Then out for an afternoon of full on speed. As the sun set it was back to base camp. Dinner in the hotel was adequate and accompanied an under the table supply of red, white and port etc. The huge buffalo sized steaks were called Duck, whilst originally clad in feathers I believe it was swan, a duck would have been 4' long to give that much meat!

The evening's proceedings included the award of the 'Dibber's Cup' - to Graham for his outstanding achievement on a previous occasion in SPA when he ordered a bottle of finest red then promptly left to go to bed! Leaving us poor unfortunates gob smacked at his sheer audacity and struggling to finish it off!

On the Wednesday we drove up to Val de Vienne, a municipal circuit. A magnificent lunchtime break was organised by Aussi Peter Rowley (Ferrari 355) from Jersey. The meal was put on by the Mayor of Nadaillac de Rouge (South of Souillac) which was consumed outside to the tune of his accordion.



We then viewed his motorbike collection and the church where the English laid siege to the French in the 100 years war. Replete with food, wine, sun and music we made our way up the country to Val de Vienne, having merry japes on the 4 hour run, seeing who could clear the toll booths first Nick 'chats up anything' Williams won most times but how you pay at a 'throw in coins' post with a credit card, I've yet to discover.

Our hotel (9km from the circuit) comprised a single storey collection of rooms round a well heated pool. The owner was a very jovial chap who didn't mind our personal wine/brandy/beer stock as we started with French fizzy stuff first.

Next morning the trip to the circuit took all of 10 minutes! The chicane on the back straight had been by passed, leaving a long blast with slight left hand kink, again allowing

plenty of raw speed to keep us busy.

'Wrecker' Tony hired one of Barry's sister companies Boxter racers (now not a sister company any more) for ½ a day on each circuit. From day one the vehicle had problems with collapsed suspension, then water pump and then large clouds of oil. Finally it popped it's headlight out on the track at an unwelcome and quite unnecessary moment.



Howard drove his Lola 70 very aggressively and surprisingly quickly on it's full tread cross ply tyres!

Val de Vienne circuit takes some learning to be quick. Out onto the end of the pits through double apex right, sprint, double apex left, sprint, fast long double apex right then up through gears to long kinky straight where the 200-100 m markers comes up all too quickly. Brake hard onto sweeping right then full power up kink left (avoiding spinning headlights) to blind braking point onto slow 180° right (always brake too soon!) then left, power, right, left, burst, very steep left with little run off and close Armco (found on last laps at end of day by Tom). Short burst then long double apex right onto pits straight then round again!

The hotel owner turned up for a promised ride and was impressed (I think). On the last lap of the day I had a bonk bonk from the rear right CV drive joint on the last corner, so end of play. Tom missed his brakes and bonked Andrew's gaffa tape special into the barrier.



After all bits were gathered up we set off (passing Dave Garner and his glorious GT40 with the top off and rotor arm probes which ended up being quite serious) for the hotel for a game of water polo, oldies against whipper snappers, oldies 4 whips 1. Says it all really!



The evening was topped off with a trip to the village restaurant where we dined and drank exceedingly well and entertained ourselves in childish pursuits with large multi coloured whizzo balloons! We staggered out the door full of food and wine and merriment.

The next day loomed dull but warm. Some musketeers had panicked and set off at dawn for the 4 hour trip to Caen, but us experienced travellers had a leisurely breakfast and went to pay the (huge) drinks bill: friendly landlord said he had enjoyed his circuit ride the previous day so much there was nothing to pay!

A rapid transit into the gathering rain clouds followed, up France's increasingly expensive toll roads! Arrived at the port well ahead of the picnickers and boarded at a leisurely pace followed by a good meal, a good book on the couchettes then in no time, off at Portsmouth and home by 9pmish, with a list of jobs (bleed brakes; weld anti roll bar, new cv joints and fit brake light ; actuator; rear brake pads) before we do it all again in August at Nantes! What joy, what bliss.

Chris Varey

2013 Clubmans Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	17.81	4	Yes
2	Ralph Colmar	11.00	4	Yes
3	Liz Moss	9.92	2	Yes
4	Nick Wood	9.26	4	Yes
5	Tim Murray	7.00	2	Yes
6	Chris Goodchild	5.38	1	No
7	Andrew Firks	5.00	1	No
7	Keith Firks	5.00	1	No
9	Alan Dillamore	4.92	2	No
10	Adrian Jones	4.75	1	No
11	Alan Spencer	4.46	3	Yes
12	Donny Allen	4.33	1	Yes
12	Duncan Pittaway	4.33	1	Yes
12	Ian Parr	4.33	1	No
12	Mal Allen	4.33	1	Yes
16	Richard Reynolds	4.13	1	No
16	Sharon Reynolds	4.13	1	No
18	Bob Bull	4.00	1	Yes
19	Cherry Robinson	3.78	1	Yes
20	Stephen Dummett	3.50	1	No
21	Chris Thompson	3.22	1	Yes
22	Martin Watts	3.00	1	No
23	Arthur Haskins	2.88	1	No
24	Matthew Johnson	2.67	1	No
24	Richard Hearnden	2.67	1	No
24	Roger Brunt	2.67	1	No
27	Linda Dillamore	2.25	1	No
28	Andy Wood	2.11	1	No

29	Danny Castleton	2.00	1	No
29	Ian Hall	2.00	2	Yes
29	Ken Robson	2.00	1	No
29	Mark Astin	2.00	1	Yes
33	Neil Davies	1.83	1	No
34	Brian Davage	1.00	1	No
34	Deborah Hearnden	1.00	1	No
34	Ian Perrett	1.00	1	No
34	Jenny Hall	1.00	1	No
34	Joe Robson	1.00	1	No
34	John Mearns	1.00	1	No
34	Martyn Davies	1.00	1	No
34	Tom Arnold	1.00	1	No
34	Wendy Perrett	1.00	1	No

2013 Marshals Championship as at 30/6/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Mal Allen	7	3
1	Tim Murray	7	3
3	Chris Thompson	6	2
3	Nick Wood	6	2
5	Ian Hall	5	2
6	Donny Allen	4	2
6	Liz Moss	4	2
6	Ralph Colmar	4	2
9	Andy Moss	3	1
9	Bob Bull	3	1
9	Cherry Robinson	3	1
9	Coralie Thompson	3	1
9	Dick Craddy	3	1
14	Alan Spencer	2	1
14	Carlie Hart	2	1
14	Jenny Hall	2	1
14	Mark Astin	2	1
14	Mark Benstock	2	1
14	Pete Hart	2	1

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

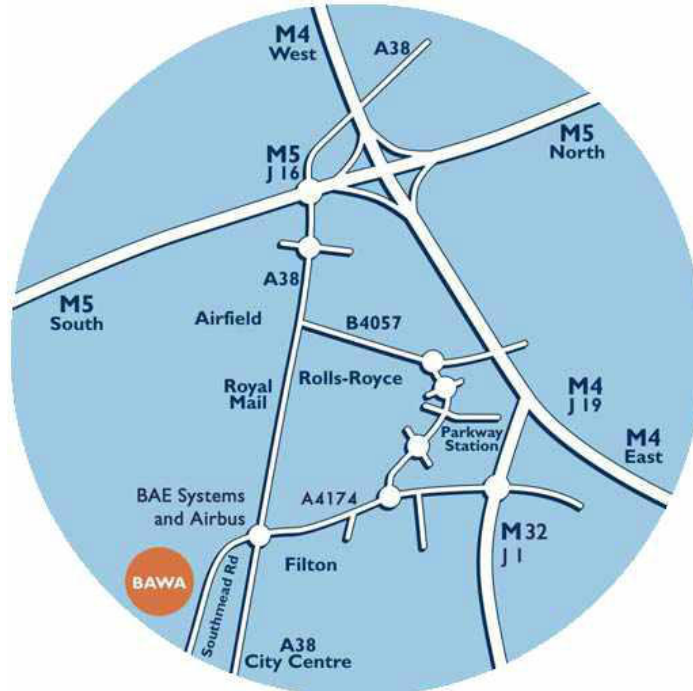
589 Southmead Road, Filton, Bristol, BS34 7RG



We meet from 8.30pm (8pm for AGM) in **Room 4** 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 are able to open the doors to our room and have direct access into the car park

As many members will know we recently returned 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.



Note : The Next BPMC meeting at BAWA is on Monday 9th September at 8:30pm.



British Hill Climb Championship - Wiscombe Park

27th/28th July 2013 By Andy Moss

A small group of club members volunteered to marshal at recent Woolbridge Motor Club Wiscombe Park Hillclimb. The event was a round of the British Hillclimb Championship so we knew there would be some impressive cars tackling the 1000 yard course. The average gradient of the hill is 1 in 13.6 and the steepest section is at the Martini Hairpin where it is 1 in 6.9.

We set off as early as we could escape from work on the Thursday evening, myself and Liz met up with Nick and Cherry at Sedgmoor services, Liz then set off with Nick in his Fiat and Cherry kindly navigated for me in the Mazda which would be much slower as we were towing the Caravan. The next day Chris and Coralie would join us with Sam and Thomas in Chris' Dads impressive home converted Motorhome.

We spent the day before the event enjoying some pleasant west country sunshine with a trip into Lyme Regis. Back on site we spent the early evening exploring the hill. Walking the course made it clear just how brave those competing in this event are – zero run off, very narrow and a surface that was clearly going to be very dependant on the weather. When you looked at some of the machinery the British Hill Climb Championship contenders were using, which could hit around 125mph and considered the fact the hill record was set last year at just 33.92 seconds, it was obvious these drivers were brave as well as good.

The work that went into organising the event was clear, and it was interesting to compare with the amount of effort required at our past temporary sprint course at Colerne. The nature of the hill means there is less work laying out the basics of the course, but because of the many trees and drops around the course the work that was needed on the course for safety was a lot more significant. We understood some of the Woolbridge team had been there for over a week before the event, getting everything in place – very dedicated. Unlike Colerne most of the competitors and marshals would also be staying on site, which meant there was work to be done organising the camping area. As marshals we were permitted to stay in the top “competitors” camping area. Whilst we had to install toilets etc for the day of our event we were fortunate to not have to run a camp site all weekend as well ! One of the biggest challenges on site is lack of mains water for all those staying. Myself and Nick were forced to visit a local pub with our water barrel to collect supplies, as the landlord was kind enough to let us fill up, it would have been very rude not to sample his excellent local "Otter" beer in return

So to the event itself. We had been allocated different posts on the Saturday and Sunday. On Saturday we would be on Wis Corner and on Sunday we would be on Gate. Wis is the first corner on the course, the competitors leaving the start then crossing a small bridge before entering Wis corner. Our initial reaction was “that should be an easy day with not much to do” - how wrong can you be ! As well as the Pegasus crew we had another familiar face on the post, event Doctor Stuart Hateley, who has also served as Chief



Medical Officer at the Pegasus Sprint for the last few years. As well as being a very experienced Doctor at Motorsport events Stuart is a real enthusiast and was a great person to have around.

So how many incidents could we have on the first corner where competitors had just left the start line and would not be going too fast? Pretty early Chris was quick to spot a line of oil on the line and we were out to deal with this using cement and brooms. Unfortunately despite our best efforts we had one of the single seaters spin on the oil which appeared to be very thick transmission oil rather than engine oil. Fortunately no serious damage was done to the spinning car. Despite tannoy appeals for all the competitors to check their cars for leaks, it soon became clear that the oil was still being dropped, and we were back on the course with more cement and brooms. We had a pretty good idea which car was the culprit, but a visit from the scrutineer could find no evidence of a leak in the paddock. It seemed the car in question was throwing oil only on the tight left hand bend near our post.

Throughout the day the weather was always a bit of a worry. The forecast had promised rain for later in the day and sure enough the skies opened. One benefit of the tree lined course was that our post did at least have a large tree to provide some shelter, but eventually the water built up on the leaves above us and we got the inevitable soaking.

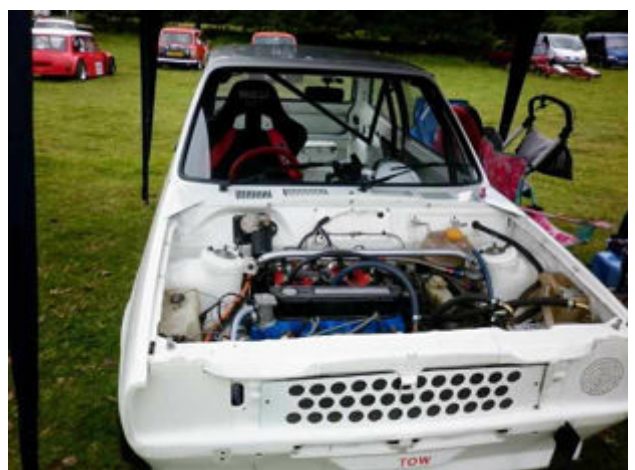


One of the advantages of a two day event is the opportunity for a social on the Saturday night, and as marshals we were given free tickets to the BBQ. Unfortunately the rain was still coming down and whilst we still enjoyed a well organised Saturday night meal and pint, it would have been so much better if we could have sat in the sun!

The next morning the rain had stopped and we headed for our allotted post of Gate. This post is at the end of the bottom section of the hill and is just before you start to enter the wooded section of the course. Part of our job here was to signal to control that the car had cleared our post to allow the next car to be launched from the line. This was done by a radio linked "button". In general we would have a quieter day in terms of incidents, although there was one moment when a single seater passed us and then "silence" it sounded bad as the car appeared to us to have stopped suddenly, with the amount of trees to hit it was therefore amazing that the car had spun, stalled and avoided all the potential obstacles it could have hit. We had a few cars lose it just before gate and a couple of cars that needed help turning around after having mechanical failures, but overall a pretty quiet day. Once again the rain came at the end of the day which spoiled the final runs a little, but it was still amazing how fast some of the British Championship contenders could get up the hill. The rain added another factor as when it stopped raining the tarmac before the wooded section dried out much faster than in the tree lined area.

Our trip to Wiscombe had been very enjoyable, congratulations to all at Woolbridge Motor Club who ran a very good event and made us very welcome.





BPMC Pin Badges

Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.



BPMC polo or sweatshirts

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

alanspencer@orange.net 01179 712587

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



Sweatshirts & polo shirts are available in the following colours and sizes: White, grey, light blue, royal blue and black - S, M, L and XL.

For Bristol Pegasus Motor Club **car & windscreen stickers** contact Alan Spencer.

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

All commission to Wiltshire Air Ambulance

Bristol Pegasus Fantasy Formula One 2013

Results Up to Belgium GP - Prepared by Andy Moss

Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	463
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	438
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	414
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	382
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	373
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	372
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	359
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	355
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	347
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	347
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	346
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	345
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	327
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	323
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	320
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	318
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	310
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	308
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	308
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	298
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	295
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	293
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	288
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	278
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	276
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	272
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	259
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	250
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	250
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	248
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	240
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	232
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	228
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	221
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	192
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	189
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	183
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	173
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	157
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	135

Pegasus Speed Championship 2013

Position	Name of Competitor	Total Points	No of Events Entered
1	Martyn Davies	16.83	5
2	Roger Brunt	16.81	4
3	Toby Harris	14.46	3
4	Martin Watts	14.33	6
5	Lisa Selby	13.36	3
6	Trevor Hartland	11.05	2

2013 Invited Speed Events

Date	Organising Club	Venue	Event Type
07/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
08/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
14/09/2013	Brighton & Hove MC	Brighton	Speed Trial
21/09/2013	Woolbridge MC	Manor Farm	Hillclimb
22/09/2013	Woolbridge MC	Manor Farm	Hillclimb
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint

Pegasus Club Trip - The Classic Car Show Friday November 15th - NEC Birmingham

The Lancaster Insurance Classic Motor Show is the biggest and most popular classic car exhibition in the UK. With over 1500 wonderful cars from all eras, showcasing a myriad of marques and models, this really is every motoring enthusiast's paradise!

Every year tens of thousands of visitors, from all over the world, gather for this annual homage to motoring history. Whether you are a classic car owner, collector, enthusiast, or if you simply love all kinds of cars, this really is a 'must do' show!

This 'Grand Finale' to the UK classic season celebrates all ages - the veteran, the vintage, the classic and the future classic, bringing together the whole motoring spectrum in this unique annual celebration of motoring.

The show also hosts the single biggest gathering of UK companies and traders in the market, offering every conceivable product and service to the classic car owner/enthusiast, plus some superb features that are totally unique.

"It's all about bringing together people who share a passion for cars"

Nick Wood is organising a minibus for the trip. If interested please contact him on 07786936941. Numbers are limited so please get in touch asap.

2013 Calendar

For latest news visit www.bristolpegasus.com

Date	Event	Time	Club	Venue
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	
Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
Monday 9th September	Club Night	8.30pm	BPMC	
Saturday 14th September	Wiscombe Hillclimb		MGCC	
Sunday 22nd September	Gymkhana / Autotest		BPMC	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30pm	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30pm	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th November	NEC Classic Show Club Trip		BPMC	
Sunday 24th November	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	



www.a1autocollectables.co.uk

All Auto Collectables and Motorsport memorabilia bought and sold

Phil Turner

Tel 01454 218537

Mobile 07958 742 061

Email phil@a1autocollectables.co.uk

www.a1autocollectables.co.uk

Saturday October 19th

The Pegasus Sprint - Castle Combe

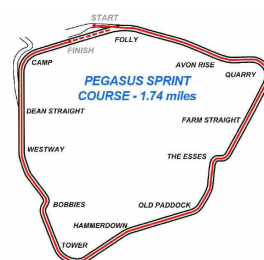
Full Lap Course with 2 Practice & 2 Timed Runs

Supplementary Regulations now available

Details from the club website - Enter early limited places

Entry Information - Dave Bence - mail@davebence.co.uk or 0117 9372344

Marshals Required - Contact Alan Spencer alanspencer@orange.net or 01179 712587



Pit Lane Entry News

The Big Cat who likes getting wet!

Never having been to Pembrey before I didn't know what to expect from the track. Toby had rallied there quite a few times about 13 years ago, so I was hoping he wasn't going to be taking the rally route but keeping to the circuit! Friday night saw heavy rain showers, but turning up at the circuit in the morning it was bright and dry.



I went out in the first stint of qualifying and started to find my way around the circuit when the Safety Car was deployed to recover a car in a dangerous position within a few laps. I only had 5 flying laps to learn it at speed before handing over to Toby for his stint. Toby set a few fast times, but was still 2nd in class to the new Saxo of Lee Williams which was going very well. Getting faster as he learnt the

track Toby banged in a 1:08.720 which got us up to 1st in Class by just two tenths of a second, giving us a qualifying position of 5th overall from a 24 car grid, with 2nd to 6th split by only half a second!

Starting 5th on the grid, with a non starter in 2nd position, I eyed up the gap to aim for when the lights went out. I dumped the clutch and had a mass of wheelspin on the dirty side of the circuit. I changed up into 2nd and had yet more wheel spin before the tyres finally gained enough traction and I was pulling ahead of Carl Chambers (Peugeot 306) next to me. Heading into the hairpin Livens (Honda Civic) and Tongue/Hammersley (Peugeot 306) braked really early so I decided to nip into the gap and try to go around the outside. Livens blocked the way, leaving me in 3rd spot. I held that position for a few laps until Chambers, Woods (Ford Focus) and Cassar/Barlow (Proton) came past as I ran a bit off line. I finally pitted after 20 minutes in 6th position and handed over to Toby after a quick driver change, helped by Keith and Julie Richings. He exited the pits in 4th place due to Tongue/Hammersley and Livens having to wait for their winners time penalties to be served. Toby chased down and overtook Cassar/Barlow for 3rd position, but then was promptly overtaken by the fast approaching 306 of Tongue/Hammersley so dropped back to 4th again. The last few laps saw Toby take the chequered flag in 4th place only 0.46 seconds ahead of a hard charging Livens. To date our best ever overall result and another 1st in class.





Sunday saw a change in weather conditions with heavy rain falling overnight and throughout the morning. The decision was made to start the race under the safety car as parts of the track were waterlogged and there was a high risk of contact going into the first corner from a standing start. I started 3rd due to Tongue/Hammersley having

problems in the assembly area which meant them and having to start from the back of the field. As the safety car peeled off I eyed up 2nd place from Carl Chambers but he just had the edge heading into the hairpin which meant I ran in 3rd place for most of my stint bumping up to 2nd when Carl pitted due to his heated screen failing! Another quick pit stop by the crew saw Toby exiting the pits in 4th place with a car ahead still requiring to pit. The Safety Car was deployed immediately in front of him, but Toby managed to pull a large gap on the restart helping us to secure our first ever podium finish, 3rd place overall and 1st in class, in what can only be described as horrendous conditions. As a bonus I even managed a faster lap time than Toby in the wet! An epic weekend at a new circuit!

If you would like to know more about the team please check out their website:
www.wildcatmotorsport.co.uk

Lisa Selby (and Toby Harris) Ford Puma Cup #7

Mike Kason Flies BPMC on European Tour



BPMC Member Mike Kason was invited to show his Dallara X1/9 at the 2013 GRRC Goodwood open day on Sunday 11th August. The car was resplendant with it's BPMC competitor's sticker on the front wings.

Mike also took part in three races in Italy in July. At Franciacorta Autodrome where the

was was fastest car on the day, the Brescia hillclimb (10kms) on closed roads and the 2013 Vernasca Silver Flag, Europes equivalent Goodwood Festival of Speed.



car

**If you have been or are going to fly the BPMC please do not forget your fellow club members would like to hear about it, send pics and text to :
backfire@bristolpegasus.com**

Remember When ?



©RJ Colmar 2013

Trivia Answer



The car Steve McQueens character Frank Bullit chased in the film Bullit was a (black) 1968 Dodge Charger R/T.

Backfire



MONDAY 9TH SEPTEMBER - CLUB NIGHT

GUEST SPEAKER JACQUI FURNEAUX

SEVEN YEARS FROM INDIA TO BRISTOL ON AN ENFIELD BULLET!

We are pleased to welcome Jacqui Furneaux as our first guest speaker of the second half of 2013. Jacqui will be telling the story of her unexpected and unplanned lengthy journey through twenty countries with her trusty 500cc motorbike. Her talk tells the reasons for this epic trip and how a six-month holiday became a seven year way of life in Asia, Australasia and the Americas.

Hear how a 50 year-old nurse becomes a mechanic and adapts from middle-class respectability to life on dusty roads and goat tracks from the mountains to the sea, through barren deserts to lush jungles.

Topics covered include :-

How it all started; the 500cc Enfield Bullet motorcycle; The travel method and tips on how to do it; Benefits and disadvantages of being female in this activity; Triumph over adversity; People met along the way; Highs and lows, fun and fear!

The talk lasts for about an hour including time for questions. It's peppered with pictures but is NOT a slide show of beautiful landscapes and sunsets. It will appeal not only to motorcyclists and travellers but to anyone who could do with a bit of inspiration to follow a dream.

**ROOM 4 BAWA LEISURE CENTRE
SOUTHMEAD ROAD BRISTOL**

**Arrive from 8pm to get your drinks
in the bar next door for an 8.30pm
prompt start to the talk.**

