

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Class B Autosolo winner Phil Turner. Photo Bob Bull



April 2019

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We are always looking for members' contributions on competitions, club matters and journeys.

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

Editorial

Only managed to pop along to the evening with Mike Wilds this month, but what an extraordinary evening it was as Mike took us through his trials and tribulations from cleaning cars for the Checkered Flag to the heady world of Formula One where he became the first representative of the reconstituted Stanley BRM team in 1975 on a salary of £25 per week, until he got fired for suggesting the team switch to infinitely more reliable Ford DFV engines.

Unfortunately I was busy covering 500 odd miles twixt Slimbridge and Southampton for work on the day of our Spring Autosolo just when it looked like I might get a chance to swing by Brightside after lunch I was redirected to Farnham and then Chichester, I gather a good time was had by all except poor Ian Hall who's Arkley court fire, fortunately the car appears to have been saved from too much damage by a quick thinking Chris Thompson.

Planning of the Spring Treasure Hunt is coming along nicely thanks to Sue and Tim Murray we will be meeting at the Cheltenham Garden Centre on the A48 at 10am on MONDAY 6th May, apologies for only just noticing the day was advertised incorrectly as the Sunday.

Had to laugh when Tim told me that on my debut in the Fantasy F1 championship I went straight to the top of the table, there was not much thought or consideration to my picks which were based on my perception of the most underrated options, I doubt this was a tactic that will achieve long run success, maybe I should have read Ken Robsons advice, given in this issue first !

Looking ahead I have booked Sue and Madge for the ACE classic tour on Sunday June 2nd AND our first Track Day at Castle Combe on August 17th.

Now all I have to do is get our Madge through her MOT on April 3rd and get a roll bar fitted.

Looking forward to Mac Hulbert's visit to our club night on Monday the 8th, see details at the back of this issue, he owns some fascinating cars including possibly the most famous ERA of all R4D,

Work permitting I hope to pop by Dundry for the Cross Trophy on April 28th.

Thanks not limited to Bob Bull, Phil Jones, Andy Moss, Tim Murray, Dave Parsons and Ken Robson for their help without which you may have found yourself staring at a blank piece of paper.

Wishing you a safe month's motoring.

Ralph Colmar

Events Calendar

Monday 8th April - Club Night

Club meeting at BAWA from 8pm - speaker historic racer Mac Hulbert.

Sunday 28th April - Cross Trophy Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 28th. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. Entry details coming soon on the club website or contact Event Secretary - Tim Murray 0117 9499449, secretary@bristolpegasus.com



A brilliant fun afternoon with your ordinary road car.

Monday 6th May - Spring Treasure Hunt

Free to enter meet at the Chepstow Garden Centre, Pwllmeyric, Chepstow NP16 6LF on the A48 10am for 10:30 start. Route will take you on a 20 mile adventure through South Wales finishing where we started where lunch will be available.

Saturday 11th May - Llandow Sprint

The 2019 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we joined by a number of one make championships.

Entry details on the club website or contact Andy Moss on 0117 9041841.

**Marshals also required - Cooked Lunch Provided
- Free bridge crossing !**



Sunday 2nd June - Ace Classic and Sports Tour



June the 2nd is the date for our ACE Car Tour. The Tour will follow a new route which is being planned by Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving. Details in Backfire next month or on the website.

Club Trip - Saturday June 8th

Cosford RAF Museum during the day and afterwards an evening visit to Birmingham Wheels to watch the stock car racing. This will be a long day, approximate return to Bristol at 11pm. A mini bus will be provided but numbers will be limited. Please give your name to Nick Wood (07786936941) if you would like to come.



<https://www.rafmuseum.org.uk/cosford/>

http://www.spedeworth.co.uk/incarace/fixtures.php?pageNum_RSfixtures=1&totalRows_RSfixtures=119

Saturday 17th August Castle Combe Track Day

Entries open soon - forms will be e-mailed to past entrants and will be published on the club website where you can enter online.



Marshalls Wanted

Wiscombe Hillclimb April 27th/28th

Woolbridge Motor Club will be opening the Wiscombe Hill Climb season and are looking for volunteers to run the event. 'New faces' and seasoned campaigners are will be most welcome. Woolbridge will again be giving £10 to any marshal that drives to the event as a contribution towards the cost of fuel together with the normal free lunch vouchers and camping in the top paddock. With a bit of luck, there may well be another gift which might even be useful.

If you can help, please let me know which days and who you will be coming with if applicable. Contact Worth Birkill 07823 554246

Three Shires Stages Saturday Sept 7th

Cheltenham Motor Club is pleased to announce that the Three Shires Stages. Based at Eastnor Deer Park near Ledbury the event will also run on 5 closed public road stages within Gloucestershire, Herefordshire and Worcestershire.

We are inviting motor clubs and individual members to help with the running of this ambitious and prestigious event. Contact Kevin Smith kev@cheltmc.com.

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

Guy Mundy and Dave Minter on Lotus Elise April 16th, Peter Lucas on Lotus 7 May 7th, John Barnard on Formula 1, June 1st Williams Open Day see notice in this issue of Backfire, June 4th Paul Robinshaw On Lotus Books, July 2nd Brian Angus Engineering at Lotus, Aug 6th Paul Hausshauer Lotus & Clan, Sept 3rd Michael Oliver Lotus 49 & 72, Oct 1st Ian Phillips Formula One, Nov 5th Richard and Henry Williams 108 years of Williams Automobiles, Dec 3rd Steve Soper.

All BPMP members welcome.

An Evening with David Richards C.B.E Friday 17th May

Bath Motor Club and Williams automobiles Ltd jointly present David Richards C.B.E. at Williams Automobiles, TotterOak Courtyard, Horton, Chipping Sodbury, Bristol BS37 6QG.

Tickets are limited to 150 maximum, ticket price is £10 plus a £1 booking fee.

Please see the link below:

<https://helmtickets.com/events/3861/david-richards-cbe-talk-at-williams-automobiles?slot=7209&selected-slots=7209#tickets>

John Barnard at Williams Automobiles Saturday 1st June

FREE Open at 10am talk at 11:30am.

John Barnard the legendary Formula One Designer will be giving a talk, at this totally FREE event so just come along and enjoy.

We will have FREE Burgers, Bacon rolls, Sausages, Teas and Coffees plus cakes for you on the day.

Williams Automobiles, TotterOak Courtyard, Horton, Chipping Sodbury, BS37 6QG

To reserve FREE tickets please use the booking form on this link :-

<https://www.eventbrite.co.uk/e/williams-open-day-2019-guest-speaker-john-barnard-tickets-59083614682>

Advertisement



Incarace Motorsport Live, promoting Stock car, Banger and Hot Rod Racing at Hednesford Hills, Birmingham Wheels and Brafield Stadium Northampton

INCARACE are leading promoters of Stock Car and Banger Racing in the UK at Birmingham Wheels, Hednesford Hills and Northampton International Raceways.

www.spedeworth.co.uk

Correspondence

Racing The Rock

Recently whilst trolling through Youtube for MX5 related topics I came across a video entitled 'Racing The Rock Six Days Targa Newfoundland', and in view of the increasing ownership of MX5s among club members I thought it might be of interest. Hopefully other members might find it interesting.

The video features two MX5s, a V8 engined Mk1 and a supercharged Mk3 that took part in the 2011 Targa Rally Newfoundland, explaining the reasons behind the entry and following their progress throughout the rally.

The rally is split into various classes and takes place on closed roads passing through villages and towns around St Johns. Whilst the roads are closed the route actually goes through housing areas with cars parked on drives and people watching from their front gardens. The whole event is welcomed by the 'Rock' residents who provide hospitality and refreshments at various stopping points throughout the rally. This event is on many entrant's 'bucket list'

Can't imagine anything like this happening in UK, perhaps the nearest would be the HERO events eg. LeJog and Rally of Tests.

Enjoy.

Dave Parsons

Fantasy F1 – What's the Secret?

Of all the events BPMC has to offer, the one I spend most time researching every year is Fantasy F1. I have been a keen F1 fan since watching the BBC2 Grand Prix highlights on a Sunday evening as a teenager in the 1970's. Whilst it's fair to say that some seasons have been boring (especially the seasons where one team has been totally dominant), there has also been, Senna v Prost, Crashgate, Spygate, Ground Effects, Fan Cars and Twin Chassis cars. Not to mention exciting racing between the drivers and interesting strategies from the teams.

So with all this knowledge, why do I or any other F1 enthusiast not win Fantasy F1 every year? I have been fortunate to win it twice and am usually in the Top 10 but just as in real F1 there are a number of variables that can turn a winning team into a losing one. Last season I picked what I believed to be a strong team, with a decent amount of points potential to come from the Haas team. I picked the Haas chassis and Roman Grosjean as one of my drivers. In the first race the cars were running 4th & 5th only for the team to mess up both pit stops and both cars retired shortly afterwards. So a hatful of points at a relatively low cost disappeared. Later in the season more points were lost by Haas for having an illegal aerodynamic upgrade, so the FIA removed the points won with this upgrade on the car. I also chose Grosjean over his team mate Magnussen, only for Magnussen to score twice as many points as Grosjean even though he cost less. At one point last year I led the Fantasy F1 table and had the Haas team got their act together, and I had picked Magnussen instead of Grosjean I would be writing this having won a hat trick of titles. But as in real racing it wasn't to be.

So what is the secret to picking a competitive Fantasy F1 Team? There is no magic formula but below are the pointers I use to select a team.

Do Your Homework

With the amount of information through the internet this is now much easier than it used to be. Pre-Season testing is covered by all the major channels that cover F1. So whether it be BBC Sport, Crash, Autosport etc. there will be lots of information and opinions about which team has done the best job with their new car over the winter ready for the new season. Pre season testing however is not an exact science as teams will be running different tyres, fuel loads, length of runs and lots of other variables. But the journalists gather all this data, estimate a direct comparison and from this predict the fastest cars by team. Of course some teams will be sandbagging so that they can spring a surprise at the first race. Bear in mind that even so called "experts" can only provide best guestimates based on what they see from the trackside, as none of them have access to the detailed information held by the teams.

Changes over Time

At last year's Italian Grand Prix I had the pleasure of watching the race as part of a VIP Hospitality package at the Williams F1 Team HQ. Also watching the race in

person was none other than Sir Frank Williams and I had the honour of speaking with him 1-1 for 5 mins after the race. I reminded him that in an interview he had given he said “ A winning car doesn’t stay a winning car in F1 for very long” which he confirmed is still true today. You only have to witness the improvement of the Sauber/Alfa Romeo team last year from the back of the grid to qualifying in the Top 10 over the course of the season. The teams are in their wind tunnels and simulators 24/7 over the course of the season working on aerodynamic upgrades. Likewise the engine manufacturers are working on upgrades to eek ever more power out of their hybrid engines without sacrificing reliability. Over the course of the season all these marginal gains add up and just a few tenths every lap can make a massive difference to a team to enable them to pick up a decent collection of points at the end of the season.

Read the Rules

With a budget of £110 million you cannot just select a combination of the Mercedes & Ferrari teams to guarantee maximum points, so you have to select maximum value for money. One common mistake is to put a lot of money into a big named driver. As an example, Lewis Hamilton this year costs £50million but for the same money you can have the Ferrari Team. As the rules state, buying the team gives you the total points of **BOTH** cars not just one, so while Hamilton may get 400-500 points on his own the Ferrari Team are likely to get 600-700 points for the same money. Also, should the driver not finish the season for any reason, the team will draft in a replacement driver so your team and engine choices should always be scoring points.

So once you have spent a reasonable amount on the 2 chassis and the engine, you are likely to have drivers from midfield teams. This is where doing your homework and getting value for money could make all the difference come the end of the season. In pre-season testing this year Haas were the best of the rest after the top 3 teams. If that form continues until the end of the season points can be picked up for a bargain price. Bear in mind that Haas are a Ferrari customer team, and that barring a few changes, they can buy the 2018 power train and a number of body panels from the 2018 Ferrari which was challenging for the title last year. In view of this, I would be reasonably confident that Kevin Magnussen at £8million will pick up more points than some drivers costing twice as much and more come the end of the season.

Lady Luck

Ah the unknown variable! This can work for you or against you. As detailed earlier, had the Haas team performed better and I had chosen the other driver in the team I would have won last years championship. However one of my Fantasy F1 Championships came as the result of the last race of the season falling my way, having never led the championship all season. An example of this last year was Verstappen, who spent the first third of the season getting involved in tangles, having a number of DNF’s and scoring hardly any points. Also, who can forget the certain win he threw away getting needlessly tangled up with Ocon as he attempted to unlap himself? Once Verstappen got himself together he started

scoring points consistently, but by then too much of the season had passed for him to justify his Fantasy F1 price tag.

May the Best Team Win

With all of this in mind I wish all of you well in the BPMC 2019 Fantasy F1 Championship. As I write this Hamilton & Bottas have locked out the front row in qualifying of the Australian GP with a massive margin over the Ferraris of Vettel & LeClerc. It just goes to show how much Mercedes were sandbagging in pre-season testing when the Ferrari was reckoned to be the quickest car by all of the “expert” journalists. One thing is guaranteed, it will be another season of drama, controversies, crashes and hard luck stories but one BPMC member will emerge victorious as the 2019 Fantasy F1 Champion. May the F1 Force be with you!

Ken Robson



Bob Bull introduces our March Club night guest Mike Wilds.

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

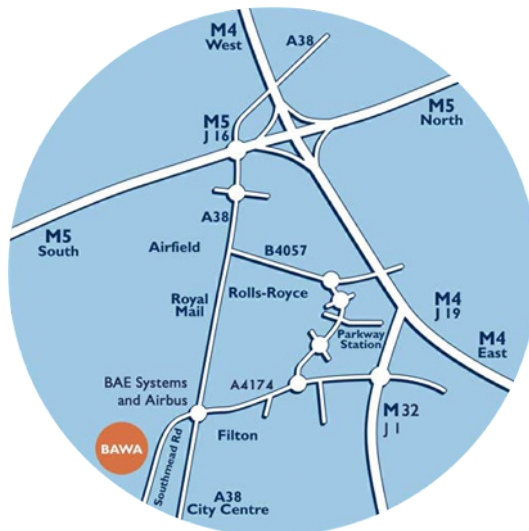
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



Note : Next BPMC meeting at BAWA is on Mon 8th April, An Evening With Mac Hulbert arrive in time to get drinks before a prompt 8pm start.

Spring Autosolo

Production Car Autotest

| Class Pos | Name | Car | Class | Total Time | Awards |
|-----------------|-------------------|------------------|-------|------------|--------------|
| 1 | Tom Bull | Daewoo | A | 283.9 | 1st in Class |
| | | | | | |
| 1 | Sam Thompson | Saab 93 | C | 226.6 | 1st in Class |
| 2 | Tom Thompson | Saab 93 | C | 229.4 | |
| | | | | | |
| 1 | Peter McGinnity | Mazda MX5 | D | 221.0 | 1st in Class |
| 2 | Alan Spencer | Mazda Eunos | D | 225.9 | 2nd in Class |
| 3 | Coralie Thompson | Mazda MX5 | D | 236.4 | |
| 4 | Cherry Robinson | Mazda MX5 | D | 243.3 | |
| 5 | June Seville | Mazda Eunos | D | 251.2 | |
| Autosolo | | | | | |
| 1 | Robert Barker | Smart City Coupe | A | 261.3 | 1st in Class |
| | | | | | |
| 1 | Philip Turner | Ford Puma | B | 217.1 | 1st in Class |
| 2 | Malcolm Redgewell | Renault Clio 182 | B | 235.2 | |
| 3 | Dan Redgewell | Renault Clio 182 | B | 235.7 | |
| 4 | Jamie Stevens | MG ZR160 | B | 238.4 | |
| | | | | | |
| 1 | Chris Thompson | Mazda MX5 | D | 220.3 | 1st in Class |
| 2 | Martin Emsley | Mazda MX5 | D | 222.0 | 2nd in Class |
| 3 | Russell Avenin | Mazda MX5 | D | 222.1 | |
| 4 | Tim Cosh | Mazda Eunos | D | 222.5 | |

| Class Pos | Name | Car | Class | Total Time | Awards |
|-----------|----------------|----------------|-------|------------|--------------|
| 5 | Charlie Emsley | Mazda Eunos | D | 231.8 | |
| 6 | Shaun West | Mazda MX5 | D | 237.7 | |
| 7 | Dave Parsons | Mazda MX5 | D | 248.5 | |
| 8 | Paul Smith | Mazda MX5 | D | 250.1 | |
| | | | | | |
| 1 | Ben Bishop | Westfield SE1W | E | 218.1 | 1st in Class |
| 2 | Nic Surry | Westfield SE1W | E | 225.8 | |
| 3 | Martyn Lidbury | Vauxhall VX220 | E | 231.7 | |
| Retired | Ian Hall | Arkley Sprite | E | ret | |



Robert Barker Smart City Coupe, photo Bob Bull

Spring Auto Solo



Nic Surrey, Westfield SE1W



Mazda MX5



Martin Lidbury, Vauxhall VX220



Malcom/Dan Redgewel, Renault Clio 182



Ben Bishop, Westfield SE1W



Sam/Tom Thompson SAAB 93



Charlie Emsley Mazda Eunos



Jamie Stevens MG ZR160

Photos Bob Bull

It's an uphill struggle

How much to park 'ere for the day, mate?

It's a funny old world. Brexit is upon us (or maybe not...), the M20 could become a car park, Boris Johnson has been striding through a corn field in Bermuda's and Theresa May recently entered the stage dancing to Abba. And Jonesy decided to sell a car.

Yes that's the real news. The ramp was full of Fiat 128 parts and garages so full we had to limbo between the cars. So I shut my eyes, put some keys in a hat and...the Lotus Esprit. Oh bugger.



Well I had to choose one of them and, like children, they were all worthy. And if I never sell any, I can't buy any. Well that's what I said to the psychiatrist as he swung the brass watch back and forth in front of me.

Trouble is, come the day of reckoning and the drive down to Redline Sportscars, my trusty partner in crime, the sun was out and I had an early blast down the M4 and then the A46. And the Lotus ran like a Swiss watch. 5 Bar of oil pressure, 13.5 Volts, 80 degrees and no trim rattles. Boy the clutch is nice and gentle on this car

and it revs so sweetly. Comfy ride too – more GT than sports car really. By the time I got there I was in a right two and eight.

Joe was there to greet me and had not seen it before. He was bowled over. As we stood chatting, a deep angry rumble from the distance became a nasty bark and then his son rocked up in an Invicta with a 4.6 Mustang V8 and a supercharger. Apparently the 600bhp beast was quite popular with the neighbours first thing in the morning....

Whilst there we had a quick team talk about the Marcos and the planned FIA visit. The 1800GT looks stunning and the build quality is exceptional.

I hopped in, catching my vegetables on the side intrusion bar as I dropped into the seat and, with a little wince and a tear in my eye, I was in. It's fantastic, no other word to describe it.





I couldn't resist a peak in the showroom and the stand out was of course a Marcos Mantis M70. You don't see many of them about – Joe reckons only 11 of the original 32 are still on their feet. This one was restored in Scotland and, considering it is quite possibly the most challenging styling ever to adorn a GT, I quite liked it.

Spacious and comfy, it's a proper GT. With a Triumph TR6 motor, it's also very easy to run and very tuneable. It needs 15" wheels to replace its sofa castors and, with a motor bored to 2.7 on throttle bodies, it would be fantastic. I showed a pic to the C.O. when I returned home in a vain (and indeed misguided) attempt to fill the space that I had just emptied. But it was greeted with derision. She mentioned Stevie Wonder but I am not sure what she meant.

So it was back in the garage with a good cuppa. The C63 Black Series. Even I, capable of describing a Lotus Exige as comfortable, have always found the C63's ride to be a tad firm. So the boys and I declared war on the owner's manual with the intent of working out how to adjust the dampers.

Yes it may be 2012 and German but there is no 'knob' (other than the usual one behind the wheel...) to simply turn to make it comfy. What do you think this is, a BMW?

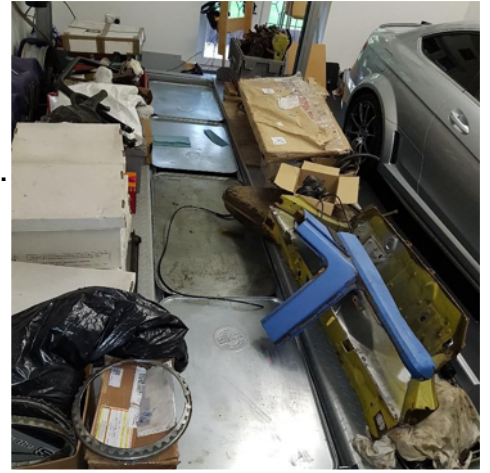
Anyway it turns out the Black Series has two way adjustables...using a 2mm Allen key!

Yes it's a victory for old school, brown roll neck jumper man. I was so pleased that it was going to need jacking up, lying on the floor, a bit of swearing and a cup of tea to get the job done. Well the front was only one click off on rebound but some genius from the past had the bump on max. Would have under steered like a pig if given the beans I would have thought. Anyway we put it back to factory. The rears were also one click too high on rebound which we reset but bump was a problem...couldn't get the Allen key to engage. Hmm...

Up the road out of the village – the surface of which resembles a 3rd world farm track – and by golly it was much improved. With that, Lloyd and I took it for a good burn and revelled in the (sort of) new found refinement. Lovely. A step in the right direction.

Owen's Fiat 128 was sat there waiting for us to start the resto. And we were sat there waiting for some space to be generated. Which would only happen if I managed to make a decision and downsize the fleet by one more car. So I was waiting for myself.

Meanwhile, we started sorting through a ramp full of parts trying to be bold. In the end we only managed to throw an old bicycle which had nothing at all to do with the 128 Parts.



And outside, with scaffolding up to paint the house, a builders van back and forth and enough cars to block any driveway, it was chaos as usual.

You know it's not right when someone comes down your driveway and asks "how much to park for the day mate?"

"Er, sorry, this is my house" "Really?"

Away from building work and general chaos, Lloyd and I spent an enjoyable few hours on duty at the Pegasus Sprint. Up at 05:30 followed by much squeaky windscreen scrubbing in the Exige trying to

see where the road might be through misted up windows. But, at that time on a Saturday, all the clueless middle lanners are still in bed so we were there in 50 mins. Needn't have rushed mind...



9:21am...Paddock



10:39am ...Post 3

We eventually got going for P2 but then, just as it was all going swimmingly, part way through T2, John Brunner had a major fluid escape after Quarry in his lovely little Ginetta G20. The last 15 mins was spent with a brush (with a head that fell off every two strokes...) and a bucket of dust. I was quite Sweaty Betty but no amount of effort could save us from an early finish. Shame. I do enjoy marshalling, though I must say that it's hard to observe when you know you could be out there on the track. Roll on the completion of the Marcos 1800.

With that we retreated for a shower, a pile of food and then back in the garage on Sunday. Blimey my feet were hurting mind. I reflected that Terry had the right idea with his little folding seat. Next time...and a personal broom. With a spare head. Just in case.

Jones the Speed



©RJ Colmar 2011

JTS “quite possibly the most challenging styling ever to adorn a GT” ?

Ed ‘Break out the white jump suits !’

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



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

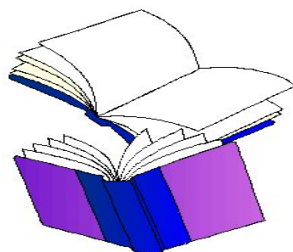
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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

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Help raise funds for Wiltshire Air Ambulance



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and use the Amazon link to buy books, CD's /DVD's**

2019 Clubmans Championship

| Position | Name | Total | No of events | Organised or marshalled? |
|----------|-----------------|-------|--------------|--------------------------|
| 1 | Chris Thompson | 12.70 | 3 | No |
| 2 | Tom Thompson | 9.70 | 3 | No |
| 3 | Alan Spencer | 7.00 | 2 | No |
| 4 | Ben Bishop | 5.50 | 1 | No |
| 5 | Shaun West | 5.00 | 1 | No |
| 6 | Philip Turner | 4.33 | 1 | No |
| 7= | Martyn Davies | 4.13 | 1 | No |
| 7= | Lisa Davies | 4.13 | 1 | No |
| 9= | Niall Smiddy | 3.50 | 1 | No |
| 9= | Peter Dickinson | 3.50 | 1 | No |
| 9= | Andy Moss | 3.50 | 1 | No |

Compiled by Tim Murray

Automated Membership System


We have introduced a new automated membership system. A link has been added to the Bristol Pegasus website.

The new system will help to ensure our details are correct and allow you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

All members now get membership for a year from renewal or joining date.



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Bristol Pegasus Fantasy F1 - 2019

Positions after Bahrain GP

| Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Score |
|-------------------|------------|------------|--------------|--------------|------------|-------|
| Ralph Colmar | Hülkenberg | Norris | McLaren | Renault | Alfa Romeo | 183 |
| Katie Davies | Hülkenberg | Räikkönen | Alfa Romeo | Mercedes | Red Bull | 129 |
| Martyn Davies | Leclerc | Räikkönen | Alfa Romeo | Ferrari | Alfa Romeo | 124 |
| Ben Cox | Grosjean | Räikkönen | Alfa Romeo | Ferrari | Mercedes | 112 |
| Simon Moss | Grosjean | Leclerc | Red Bull | Alfa Romeo | Mercedes | 111 |
| Richard Ibrahim | Albon | Grosjean | Alfa Romeo | Ferrari | Mercedes | 109 |
| Martin Emsley | Verstappen | Leclerc | Alfa Romeo | Toro Rosso | Ferrari | 105 |
| Ken Robson | Kvyat | Magnussen | Ferrari | Red Bull | Red Bull | 104 |
| Richard Reynolds | Räikkönen | Verstappen | Renault | Red Bull | McLaren | 103 |
| Sharon Reynolds | Hülkenberg | Stroll | Racing Point | Red Bull | Mercedes | 101 |
| Tim Murray | Verstappen | Stroll | Alfa Romeo | Ferrari | Toro Rosso | 99 |
| Helen Davies | Hamilton | Räikkönen | Alfa Romeo | Red Bull | Haas | 98 |
| Liz Ibrahim | Räikkönen | Ricciardo | Haas | Red Bull | Ferrari | 98 |
| Tim Cosh | Ricciardo | Sainz | Red Bull | McLaren | McLaren | 98 |
| Sam Thompson | Leclerc | Magnussen | Alfa Romeo | Ferrari | Renault | 95 |
| Donny Allen | Räikkönen | Sainz | Racing Point | Red Bull | Mercedes | 93 |
| Alyson Marsden | Kubica | Vettel | Ferrari | Williams | Alfa Romeo | 85 |
| Audrey King | Hamilton | Räikkönen | Alfa Romeo | Renault | Red Bull | 85 |
| Helena Sarsted | Ricciardo | Vettel | Alfa Romeo | Red Bull | Toro Rosso | 85 |
| Mike Marsden | Hamilton | Räikkönen | Alfa Romeo | Renault | Red Bull | 85 |
| Robert Bull | Hamilton | Norris | Toro Rosso | Williams | Ferrari | 78 |
| Claire Hazlehurst | Räikkönen | Verstappen | Haas | Renault | Ferrari | 75 |
| Chris Thompson | Hamilton | Räikkönen | Haas | Renault | Alfa Romeo | 72 |
| Mal Allen | Norris | Ricciardo | Hass | Red Bull | Ferrari | 71 |
| Andrew Moss | Räikkönen | Ricciardo | Ferrari | Haas | McLaren | 70 |
| Lisa Davies | Leclerc | Ricciardo | Alfa Romeo | Renault | Ferrari | 66 |
| Rachel Stevens | Hamilton | Sainz | Alfa Romeo | Racing Point | Haas | 65 |
| Tom Thompson | Grosjean | Leclerc | McLaren | Renault | Ferrari | 64 |
| Abi Reynolds | Grosjean | Hamilton | McLaren | Renault | Alfa Romeo | 62 |
| Jamie Stevens | Leclerc | Ricciardo | Haas | Renault | Red Bull | 56 |

Compiled By Tim Murray

F1 Calendar

| | | | |
|-----------|----------------------|-----------------------|---------------|
| 3 | Chinese | Shanghai | 14-Apr |
| 4 | Azerbaijan | Baku City | 28-Apr |
| 5 | Spanish | Catalunya | 12-May |
| 6 | Monaco | Monte Carlo | 26-May |
| 7 | Canadian | Montreal | 09-Jun |
| 8 | French | Paul Ricard | 23-Jun |
| 9 | Austrian | Red Bull Ring | 30-Jun |
| 10 | British | Silverstone | 14-Jul |
| 11 | German | Hockenheim | 28-Jul |
| 12 | Hungarian | Hungaroring | 04-Aug |
| 13 | Belgian | Spa | 01-Sep |
| 14 | Italian | Monza | 08-Sep |
| 15 | Singapore | Marina Bay | 22-Sep |
| 16 | Russian | Sochi | 29-Sep |
| 17 | Japanese | Suzuka | 13-Oct |
| 18 | Mexican | Mexico City | 27-Oct |
| 19 | United States | Austin, Texas | 03-Nov |
| 20 | Brazilian | São Paulo | 17-Nov |
| 21 | Abu Dhabi | Marina Circuit | 01-Dec |

Backfire Bitz By Andy Moss

This month I managed to get the steering lock replaced on the Westfield and get everything back together. I also sorted out some scratches on the bonnet where the bungling would-be thieves had tried to get past the bonnet locks. Fortunately the car is in its original gel coat colour and this is great stuff for sorting out the odd mark. Some very fine wet and dry followed by a good polish can remove most marks as long as they are not too deep. The car has now gone on its holidays to stay in Nick Woods garage in Lydney for a few weeks. Fortunately for me his Mustang is too big to fit in there :-). Having been up against it timewise before taking it over, a flat battery meant I had to winch it onto the trailer, but once over the bridge myself and Nick got it started for the first time in around 18 months - MOT time next.

Moving the Westfield freed up my garage at home to be able to put the Marlin in there. This also required trailering due to the damage to the suspension which I picked up on the Cotswold Clouds. I can now get the suspension stripped down. The lower arm and eye bolt look beyond saving and, as they come from a Marina, getting replacements is not as easy as it used to be. Gone are the days when there were plenty of spares cars in the local scrap yard and even on the Marina internet groups you see very few cars being broken up for spares.

Strangely it seems easier to get second hand bits for my Rover P6 which was produced in much lower numbers - there were over a million Marina's built compare to a little over 300,000 Rover P6's. My theory on this is that the Marina spent many years being unloved and most of the bad ones were scrapped years ago, whereas the P6 gained classic status much earlier, meaning people kept even the poor examples, hoping one day to restore them. Eventually the reality of the costs and practicality of restoring a poor P6 means they slowly find their way into the breaking for spares category.

Not for the first time I turned to the Marina owners club and have the promise of the parts I need at a reasonable cost. I was honest that I wanted them for a Marlin, which I thought might not go down too well, but they seem a friendly bunch despite what you might hear from Jeremy Clarkson. The only part they could not help me with was the torsion bar which was a bit too weighty and long to post easily, but I am hoping the one I have can be straightened out.



Returning to club events I really enjoyed the Autosolo at Aust despite organising rather than competing this time. What was really nice was the vast majority of entrants were Pegasus members. Hopefully we can do it all again in the summer.

John Barnard - Saturday 1st June

John Barnard the legendary Formula One Designer will be giving a talk at this totally FREE event so just come along and enjoy.

At Williams Automobiles, Totteroad Courtyard, Horton, Chipping Sodbury, Bristol BS37 6QG, opens at 10am talk at 11:30am.

John introduced a range of aviation technology into Formula One during his career in motor sport which included but was not limited spells at :-

2002 - 2007 Kenny Roberts MotoGP – Designer, **1998 - 2001** Prost F1 – Technical Consultant, **1993 - 1997** Scuderia Ferrari – Designer, **1990 - 1992** Benetton – Designer, **1987 - 1989** Scuderia Ferrari – Designer, **1980 - 1986** McLaren Formula One Team – Designer, **1975 - 1979** Parnelli Jones Racing – Designer, **1972 - 1974**, McLaren Formula One Team – Designer, **1968 - 1971** Lola Racing Team – Designer



'80 Indy Winning Chaparral DFX 2K



John Watson '81 British GP McLaren DFV MP4/1 1st



Van Doorne '84 McLaren TAG MP4/2 1st Constructors and Drivers Championships



1996 Ferrari F310

To reserve FREE tickets please use the booking form at :-

<https://www.eventbrite.co.uk/e/williams-open-day-2019-guest-speaker-john-barnard-tickets-59083614682>

BREAKFAST MEET SUNDAY 26th MAY 0930 onwards



A48 between Aylburton and Lydney GL15 6BU.
Food & coffee served from 10:00. Very large car-park.



Old, exotic, American, classic, vintage; all your treasured wheels will be very welcome.

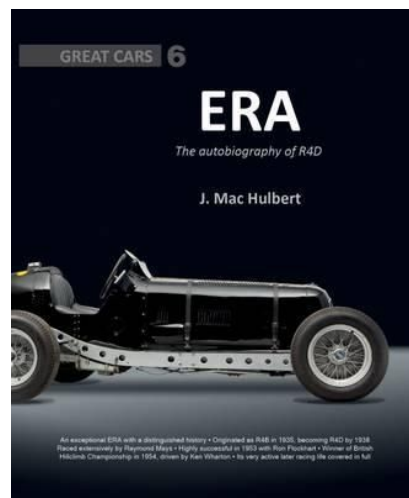


An Evening With Mac Hulbert

BAWA Monday 8th April 8pm prompt



We will be welcoming former Professor of International Marketing at Columbia University James Mac Hulbert as our guest speaker at our club night.



Mac will be sharing his passion for vintage cars and how he came to own and write the definitive autobiography of ERA R4D possibly the most famous of all the ERAs seen below with our former guest speaker Julian Bronson at the wheel.



BPMC 2019 Events Calendar

| Date | Event | Location |
|----------------|------------------------------------|----------------------|
| Mon 8th April | Club Night Mac Hulbert | BAWA |
| Sun 28th April | Cross Trophy Production Car Trials | Dundry |
| Mon 6th May | Spring Treasure Hunt | 10am Chepstow |
| Sat 11th May | Llandow Sprint | Llandow |
| Mon 13th May | Club Night | BAWA |
| Sun 2nd June | ACE Classic Tour | |
| Mon 15th July | Evening Car Tour | 7pm TBA |
| Sun 11th Aug | Summer Treasure Hunt | 10am TBA |
| Sat 17th Aug | Track Day | Castle Combe |
| Mon 9th Sep | Club Night | BAWA |
| Sun 22nd Sept | Pegasus Charity Tour | |
| Mon 14th Oct | Club Night | BAWA |
| Sat 19th Oct | Pegasus Sprint | Castle Combe |
| Mon 11th Nov | Club Night | BAWA |
| Mon 9th Dec | AGM Buffet & Prizegiving | BAWA 8pm |
| Sun 29th Dec | Autosolo | Brightside Aust Svcs |

Backfire



Ian Hall in his Arkley, photo Bob Bull