

# Backfire

**Bristol Pegasus Motor Club Magazine**



**2017 Pegasus Sprint Castle Combe  
GEOFF BLAKE WESTFIELD SEIW  
Photo By Tony Smith**



**December 2017**

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## Chairman's Chat

By Andy Moss

As another year of club events comes to an end I have been spending time preparing both my review of our activities for the AGM and looking through photos of our various events. Once again it is great to look back at what we have been up to and the photos in particular are a great record of another excellent year of club activities.

We can of course only run these events thanks to the massive amount of work put in by many people. The number of people who scored points in our marshals championship is a reflection of this, but it was perhaps at the Pegasus Sprint where we had around 50 people give their time to run the event that we got to see how lucky we are to have so many people willing to support the clubs activities.

The club AGM is next, and as well as the formal business we are looking forward to a good social and a free buffet at BAWA. Once again we will be running a competitive event between Christmas and the new year, our third visit to the Old Severn Bridge services at Aust should be a fun event - if it is as well supported as previous year it should be excellent. This year we are running on new years eve but will finish in plenty of time for you to enjoy whatever evening celebrations you have planned.

At the AGM we have two members standing down from the committee. Membership secretary Bob Bull is ending his second stint on the club committee, and equipment officer and child protection officer Chris Thompson is also standing down. Both have made a huge contribution during their time on the committee and I am sure they will still be very active competing and organising in events in the future. Many thanks to Chris and Bob.

We are lucky that all the other committee members are standing again in 2017, and we are very pleased to be able to announce Ben Bishop will be taking on the important role of club treasurer in 2018. Ben has already got involved in reviewing the 2017 club accounts which have been audited by another new volunteer, David Folds who has done a superb job of reviewing our 2017 accounts. As always we could still do with some more help - see the information later Backfire for a list of things you can get involved with.

As usual we don't have a January club night, but we will be having a skittles evening which should be a lot of fun. Our first formal club night of 2017 will be at BAWA in February. Our first competitive event of the new year will be our popular navigation event when we will again be crossing the Severn bridge to enjoy the challenge of the Gwent roads. Dick Craddy again organises - any road car is suitable and an easier route card and plenty of help will be available for new entrants.

As we go to press we are finalising the club calendar for 2018 and the first draft can be found on the back cover of Backfire. Among the events listed members will

notice we have added a provisional date for the "Wessex Sprint". We are working towards running an event on the 27th of August bank holiday, but we are a little way from being able to confirm things and can't confirm the venue until everything is signed, sealed and agreed with the venue and the MSA. However keep the date free and we will keep you updated. As we did at Colerne, if the event comes to fruition, it will be co-promoted with the MGCC and Bristol Motor Club.

Finally, it just remains for me to wish you and your family a happy Christmas and New Year. Andy Moss - [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) - 07710 000144

## AGM Prize Winners



The following people have all won awards during 2017 which can be collected at the AGM on Monday 11th of December.

ADRIAN WELSH	BRIAN DAVAGE	JACK SELWOOD	MARTYN DAVIES	ROGER BRUNT
ALAN SPENCER	CHRIS THOMPSON	JACK WINDAYBANK	MATTHEW BENNET	SCOTT BOULTON
ANDREW MOSS	DAVID BLOOMFIELD	JOE TROTT	MATTHEW JOHNSON	SHAWN FRANKLIN
ANDY WOOD	DAVID FOOKS	KATIE DAVIES	NICK WOOD	SOPHIE PITTAWAY
ANTHONY BROWN	DAVID ROBINSON	MARK GORE	PHILIP TURNER	TIM MURRAY
BEN BISHOP	DAVID THORPE	MARK HOPPE	RALPH COLMAR	
BOB BULL	IAN DREWITT	MARTIN EMSLEY	RICHARD WELSH	



## Editorial

“It is December, and nobody asked if I was ready.” Sarah Kay

Well there you go, blink and November will disappear in a flash. At last month's club meeting I was enjoying the McLaren documentary tremendously, until I was called away.

The following weekend I managed to pop over to Prescott for the VSCC trial and what good old fashioned muddy fun that turned out to be as you can see from the pics towards the end of this issue. Other than that I have had some seasonal cards printed but not had two seconds to do anything with them !

Looking forwards I am curious to find out what my award is for since I have no recollection of winning anything over the course of the year though I had much fun competing on Dick Craddy's Navigation Exercise, from which I retired early due to a malfunctioning horn, a treasure hunt, and two Autosolo's.

Other club highlights of the year have included organising our summer treasure hunt and marshalling at the Cross Trophy and Pegasus Sprint.

After the Annual General Meeting on Monday the 11th I will be dashing from Rickmansworth in time to marshal or time keep the Autosolo at Aust Services on the 31st, prior to whizzing over to Faversham for New Years eve celebrations !

Then in the second week of January there will be the inter club skittles match at BAWA, where all BPMC members are welcome to take part.

My thanks to Bob Bull for contributing quizzes throughout the year, this month's will be the final one, answers will follow next month, if anybody fancies taking on the role of quiz master, let me know if not at the AGM then by e-mail. Thanks to Bob also to for being a top membership secretary and overseeing the smooth transition to online membership renewal with Richard Reynolds.

I'd also like to thank Phil (The Speed) Jones for his regular amusing Up Hill Struggle column and to Mrs Jones for letting him off the leash to pursue his passion and eclectic collecting habit's.

As every year eternal thanks to Tim Murray for keeping the various club championship tables upto date and reporting on our guest speakers, see Steve Soper in this month's issue.

Thanks also to Andy Moss and family for their regular contributions of copious photographs and for the hard copy of Backfire printed, special mention to Richard Reynolds who gets the digital Backfire online and emailed out.

Thanks to everyone else who has contributed in anyway to Backfire sorry I have run out of space to give you a mention. Season's greetings to one and all !

**Ralph Colmar**

# Events Calendar

## Notice of AGM - Monday 11th December 2017

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2017 at BAWA Leisure Centre, Southmead Road, Bristol, commencing at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 25th November 2017.

The AGM will be followed by the club's 2017 Awards ceremony and free buffet.

Please could those holding perpetual club trophies return them to Tim asap.

"Enclosed with this month's Backfire are our unaudited statutory accounts for the year ended 31st October 2017. Copies including an income and expenditure statement, will be available for inspection at our AGM on 11th December 2017."

## 2018 Club Committee - Your chance to get involved

**Elections for the Club Committee will take place in December and this is your chance to make your bid to hold one of these coveted positions.**

**In return for a little of your time and effort throughout the next 12 months, (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities.**

**You will be made welcome by current committee members.**

**To get involved, sign on the dotted line below**

### Nominations for the Board of Directors

**If you would like to join the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.**

Position	Name	Signature
Proposer	Name	Signature
Secunder	Name	Signature



## **Aust Autosolo - Sunday 31st December**

Post-Christmas Autosolo at a new venue for the club, **9am for 10am Start** at Brightside Car Park, next to M48 Severn Bridge View Services, BS35 4BH, usual no helmet, no frills, MOT and taxed as applicable road car format.



## **Inter Club Skittles BAWA - Saturday 13th January**

All members and guests welcome to our inter club get together for a skittles match with Tavern Motor Club and Bristol IAM - Free food provided.

### **Deadline for Next Backfire: 23rd December 2017**

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

Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)

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

## Club Night Venue

Our regular venue is -

**BAWA Leisure Centre**

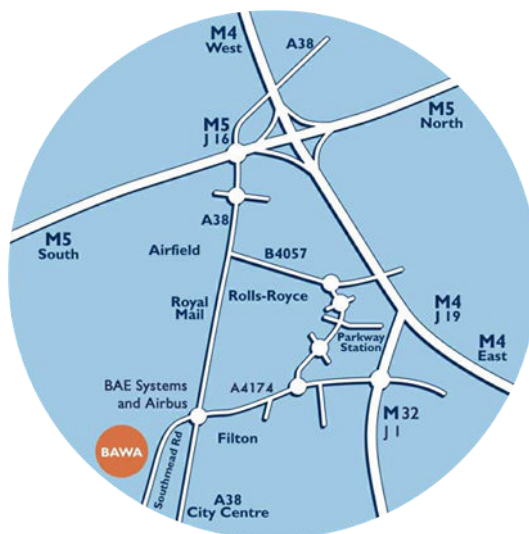
**589 Southmead Road, Filton, Bristol, BS34 7RG**



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 Monday 11th of December. Meet from 8pm for an 8.15pm start to the AGM.**



## An Evening With Steve Soper

Steve started his motor sport career at the age of 14 when he borrowed his mother's Imp and his father's competition licence and entered a grass autotest run by Harrow CC. Having been bitten by the bug he wanted to do more, but his dad told him that he couldn't go racing **and** have a nice road car **and** a girlfriend, and he'd never make a living out of motor sport. Steve was to prove his dad wrong on that – eventually. Steve's dad never supported his career financially, but helped him in every other way.

Steve's first race was in a well-used Escort 1300 at Silverstone. He got as far as the first corner in the race before rolling the car and writing it off. Undaunted, he acquired a much modified Mini Cooper, which he entered for another Silverstone race. First practice lap – second corner – into the barrier – car written off.

Now a bit disheartened, he moved on to an 850cc Special Saloon Imp. After much work he made the car competitive and finally found out what it was like to race at the front of the field. However, people were starting to spend silly money on special saloons, so Steve decided that one-make racing was more affordable. In a Mini 1275GT with a Longman-prepared engine he had several successful seasons, culminating in winning the Leyland Challenge outright in 1979.

Further one-make success followed, with Steve winning championships in Fiestas and Metros. He also won many races in a modsports Fiat X1/9. This attracted backing from Hepolite who financed a move into the British Touring Car Championship for 1983, driving one of Tom Walkinshaw's Rovers.

Steve did well in the car but never really got on with Walkinshaw, and matters came to a head after the Rovers were disqualified from the BTCC over an engine irregularity. Steve was invited by John Davenport, the Austin-Rover Competitions Manager, to submit a report, supposedly confidential, on what had gone wrong. Steve (as he said, rather naïvely) said what he thought. He was then summoned by Walkinshaw for a 'wee chat'. Steve's 'confidential' report had been leaked to him, and it had gone down like a lead balloon. As a result Steve was 'grounded' from racing for most of the next season, spending a lot of time doing development testing on the rally Metro 6R4.

In 1983 Steve had made his Le Mans debut driving a Mazda with James Weaver and Jeff Allam. This scared him as the car was very unstable on the Mulsanne straight (pre-chicane), plus the great speed differential between the fastest and slowest cars. They finished second in class, but Steve vowed 'never again'.

After splitting from Walkinshaw Steve joined the Eggenberger team racing Sierra Cosworths in the European Touring Car Championship. Here Klaus Ludwig was the star driver, and Steve learned a lot from him on both technical and political matters. Rüdi Eggenberger was a rather strict Swiss gentleman who built very strong and reliable cars, but didn't take kindly to his drivers damaging them. At one test session the drivers were surprised to find the cars lined up and ready to go – but minus their gear lever knobs. Rüdi said, 'One of you bastards is damaging my gearboxes. The

knobs will stay in the truck, and after the test I'm going to look at everybody's hands, and the driver with the worst marks is the culprit.' The drivers then went on strike until the knobs were replaced.

Steve found that he could usually match or better Ludwig for pace during races and free practice, but was always a few tenths down on Klaus in qualifying. This annoyed him, until at one race just before qualifying, he came upon Ludwig fiddling around in the back of his car in the pits garage. Klaus jumped back looking guilty when Steve accosted him. It transpired that Ludwig had discovered that disconnecting the battery for a couple of seconds reset the memory on the engine management system. It took three laps or so for the system to recalibrate itself, and during this time the turbo boost pressure could exceed the set level. Once Steve had learned this trick he regularly outqualified Klaus.

During this period Steve raced in (and won) the famous Bathurst 1000 race in Australia. He said Bathurst was a great track, but the spectators rather spoil things by chucking empty beer cans onto the track. They apparently get round the ban on bringing alcohol into the track by going along earlier in the week and burying their beer cans for later retrieval during race weekend.

At the end of 1988 Ford moved their budget into rallying, so Steve moved to BMW, who had been Ford's main rivals in the ETCC. He stayed with one or other of the works-supported teams for the next twelve years and raced all over the world, with much success. He drove for the Italian Bigazzi team for three seasons, and very much enjoyed his time with them. Their aim seemed to be to eat well, drink well, look good and win the odd race. They took their own chefs with them to races, and their food was so appreciated by the other teams that they had to have three sittings at mealtimes to accommodate everyone.

Steve spoke about the famous incident with John Cleland at the last round of the 1992 BTCC at Silverstone. As he said, 'I had no problem with John. He had a problem with me'. The championship lay between Cleland's Vauxhall and Steve's BMW teammate Tim Harvey, with Tim having to finish ahead of John to take the title. Steve said he was 'a bit aggressive' with David Leslie on the first lap, and the resulting incident dropped him to the back of the field.

He fought his way back up, 'not touching anybody', and with two laps to go he was fifth, behind Harvey but having got ahead of Cleland. John then made a move on Steve, forcing him wide onto the grass and knocking the Vauxhall's wing mirror off. Without the mirror John couldn't see that Steve was still alongside him and turned in at the next corner – both cars out of the race. John was hopping mad, believing Steve had taken him out deliberately, but as Steve said, if he'd wanted to take John out he could easily have done it to make it look accidental and without taking himself out.

Thus Tim Harvey won the championship, but the recriminations eventually led to an MSA tribunal with the legal profession involved. However, realising that the MSA was looking for a scapegoat to throw the book at, and that one or both of them would suffer, John contacted Steve before the hearing and they both agreed to put it

down as a racing incident. The MSA was not impressed, but there was nothing they could do.

In the second half of the 1990s Steve did several seasons racing sports and GT cars, which led, in spite of his earlier reservations, to a return to Le Mans. Although successful elsewhere, he never enjoyed Le Mans. He spoke about the 1997 race, where he drove a McLaren F1GTR with Nelson Piquet and JJ Lehto. Although expected to do well, they lost a lot of time early on. He (and his team mates) didn't enjoy continuing a race they now stood no chance of winning, so all were relieved when JJ put it off the road and out of the race early on the Sunday.

Incidentally, Steve said that all of all the F1 drivers he'd co-driven with (Piquet, Boutsen, Brundle, Nannini etc) JJ Lehto was the one who impressed him the most in terms of smoothness and car control.

At the end of 2000, at the age of 48, Steve had decided to retire from top-level racing. However, Peugeot made him an offer he couldn't refuse to race a 406 in the 2001 BTCC. It wasn't a good year – the car was heavy and uncompetitive – and in the last round at Brands Hatch he had a spectacular accident. This left him slightly concussed and he thought no more of it, until he drove up to Lincoln for a business meeting the next day and woke up in his hotel room unable to stand up due to severe vertigo. His wife drove up to collect him and take him to hospital, where it was found he had several broken vertebrae in his neck.

At that time it was considered too dangerous to operate, so Steve spent the next ten years in constant pain and unable to race. In 2012 another scan showed that his neck had worsened and even a stumble could leave him paralysed. However, new surgical procedures had been developed in the intervening period and the surgeon was able to remove the damaged vertebrae and replace them with carbon 'cages'. This operation was a great success, leaving Steve almost pain-free, and enabling him to return to racing. For the last few years he's been racing a Lotus Cortina in historic events, and, as always, he's still ultra-competitive.

We thank Steve very much for a most entertaining talk.

Tim Murray



Steve Soper and Club Chairman Andy Moss



## Editor's Steve Soper Scrapbook



©RJ Colmar 1988

Chasing Andy Rouse BTCC Brands August 1988



DTM E30 M3 Norising 1st Aug 1990



Relaxing with GT40 - 1st race in 12 yrs Sil Classic 2013



1974 RS3100 Silverstone Classic 2014



1997 McLaren F1 GTR Goodwood FoS 2015



GT40 s/n GEL007 practice Silverstone Classic 2015



E-type Silverstone Classic 2015



Reprising his 1988 Brands dice at Goodwood MM75



## NEC Classic Car Show





## Editor's 2017 Club Highlights



Squeezing into a Midget at Aust 12/16



Ben Bishop (left) and Mark Gore (right) winners of Dick Craddy's Navigation Exercise. Photo Peter Huntingdon.



Andy Moss & Stuart Turner



When the going gets tough the ballast gets heavy !



En Famille Jones ... at Llandow



Tim Murray & Duncan Pittaway at Goodwood FoS



Summer Treasure Hunt Instructions at Winterbourne



500 F3 Battle Castle Combe

# It's an uphill struggle

Not again surely? You don't need one of those...Etc...Etc.

'You don't have time to look after it, there is nowhere to keep it. You will get all sentimental about it'.

A dog for Christmas perhaps? No, it's another classic car. Mrs Jones has run out of exasperated comments, I have run out of time, space and money. And possibly common sense. But then you can only run out of that if you had some in the first place.

Well it all started in Portmeirion. Yes the Lotus Esprit got all the way there under its own steam. The exhaust was still a bit gappy and so it was a pop and a bang and a bit of fluffing on light throttle but once under way and after a bit of heat soak, or to put it another way, a coffee stop in Builth Wells, all was going swimmingly.

In Builth, the Esprit was parked in the street and I was stood by it as Mrs Jones wandered about looking at bags and other things that she does. A Gent walking a dog came over to see me. I have fielded some strange questions in my time but how about this one?



"Is that the Pink Panther's car?" "Er...pardon?" "You know, that Pink Panther car with the long nose". "No, it's a Lotus". "Oh...nice car mate". And off he went.

At each stop I opened up the rear hatch and the engine cover. The official word was that I was letting the engine cool a bit so it would start up easier. The unofficial reason was that I needed to make sure that her dress did not bake in hot oil fumes while we sat having coffee.

As we approached Portmeirion I was so overcome with the joy of making it there with no incidents that we sailed straight past the turning to the village and, instead, inadvertently followed a lovely little Elan Sprint FHC into Porthmadog. We thought it was going where we were going but actually it was going to the local Shell station. For V Power. We met the couple half an hour later in Portmeirion village and found that they had indeed managed to fill up with V Power. Diesel. Their subsequent plan was to get a recovery truck over from Bangor to take the little Elan and drain the tank.

Judging by the Amoco Cadiz sized, multi coloured, slick in the hotel car park the next morning, I think the garage chaps might have taken a short cut in the process. It did look quite artistic though.





We even made it back by lunchtime on Sunday and in time for Owen and me to jump in the SL55 and whiz over to Castle Combe where Lloyd was on duty with Jordan Racing with their superb Lotus Cortina. It won by a lap.

So this all sounds fine doesn't it. Why would I get myself into trouble over that?



Well at the dinners in Portmeirion there was a lot of talk about Elan Sprints. People seemed to fall into 3 categories. Those that had sold one to build a conservatory or suchlike; those that had one and were sat on a nice little earner; and those that wanted to get one before they got out of reach. Mrs Jones and I strolled round the village, her looking at the Italian architecture and me looking at about 30 Lotus' strewn about.

I broached a subject that you shouldn't when having a nice weekend with your loved one. "Do you think we ought to get an Elan Sprint while we still can?" I nearly fell over when she said..."Well if you think it's a good bet then maybe we should".

Time for a celebratory 99 with a double flake.

Once back home I reported to the two boys. We briefly considered the fact that 12 cars is just ridiculous and then got going on the hunt for the best value Sprint in the country. Could have been a long wait...but it wasn't.



The Good Lord does not always watch over me when I need him but he does a pretty decent job of pointing me in the right direction to find classic cars.

And so to the last weekend in July and the Silverstone Classic. Lloyd was making his own way across from Tamworth and was going to be working all weekend with Jordan Racing. Owen

and I set off on the Thursday – well you can't be too early can you? We thought it rude not to stop off and look at a 1973

Sprint. As it happened, it was in Ford Tawney – which is basically metallic brown – or bronze if you are feeling generous. But this car had a story.

Built from a kit (as they all were) in 1973, during the last few months of production, by husband and son for mother, it was her daily driver for well over a decade when she had a prang. The front corner had its fibreglass repaired (poorly) and she then found that it did not drive as well. It was taken for inspection at Paul Matty's and a new Lotus Galv. chassis utilised with a full mechanical rebuild. On went the body,

Owen and I pushed on to Silverstone, I didn't sleep a wink and the next morning, sat in a field next to the C63 at the Classic, I was on the phone. A short negotiation later and we had sealed the Elan.

## Jones the Speed

**'You and a few friends could create your own Lotus Elan in less than a week-end of simple constructive pleasure. I did.'**  
**says Dr. Hammond**

**'The basic chassis unit is remarkably simple and is provided with all essential components, wiring, running, brake, steering, shock absorbers...**

**'Working on the car is simple: we figure that the assembly of the front and rear suspension was quite simple. In order the regular car and are almost identical to those for Lotus...**

**'We finish the engine and gearbox with the aid of a light weight sander and that's that. There is no need for the radiator, but to provide normal stream a conventional size water tank of 12 litres is used for cooling...**

**'The body is made up of fixed 19mm thick plate, glued to a pre-preg and fixed up with oil, sand and water and we're done. I don't see the need for painting it.'**

**LOTUS CARS (SALES) LIMITED, NORWICH, NORFOLK, NR9 2W. Tel: Wymondham 3411**

**ROLES**

**1977**

# Dr Hammond's 1970 Lotus Elan Assembly Instructions



# AUTONOMOUS CARS

I have joined the Flourish project

<http://www.brl.ac.uk/research/researchthemes/assistedliving/flourishproject.aspx>  
which will assess the use of Autonomous cars by the over 70's.

As a devout petrol head I don't want to be driven, especially by a computer. My working life started at Filton where as an apprentice I helped to install the first card reading computer stock control system under a guy called John Shaw. I was pleased to get back to design and physical parts!

When I worked at TRW now part of ZF. I designed steering systems for cars ranging from Morgan to London taxis and Volvos. Later I moved to computing, overseeing the introduction of SAP systems in European Steering Systems finally running the contract for 43,000 PCs worldwide.

So I have every reason to doubt the 100% reliability which people will expect of driverless cars. However I can see the advantages of old non driving people being transported by autonomous cars. The presentation by the university team indicated that they certainly don't think fully autonomous cars are just round the corner.

There are more questions than answers about both the technology and the infrastructure to support these future cars. The psychologist professors involved are working on the people.

Having completed the first questionnaire and assessment session I will be "driving" a simulator in December/January and a "Pod" in April when I will give you my thoughts.

In the meantime check out

<http://www.dailymail.co.uk/sciencetech/article-5102387/Ray-Massey-says-driverless-car-technology-not-ready.html>

Which gives some thoughts on the current situation.

**BobBull**





## Jersey Rally - Part 2

Local lad Darrell had had an enormous shunt on the event 4 years ago; putting himself in a wheelchair for a while as the steering column with its electric power steering motor had come back in the accident, shattering his knee in the fracas with a tree. Darrell does seem to go extremely well in the dark and his service crew were keen to sing his praises for his night time driving, suggesting that next year they'd privacy film the windscreen to make him faster in the daylight.

He was certainly looking quick and neat out on the stages as he pressurised those in front by making up good chunks of time on most of the night stages which came to a close after stage 12, the 3<sup>rd</sup> running of the St Clements stage, sponsored by Derek Warwick, (yes that one he has the local Honda dealership).

Stevie Leonard now lead by the thick end of 3 mins from Darrell Morris, who lying second was struggling to contain his excitement and that of his support crew.

Ross Le Noa had disappeared from the timing screens having not completed stage 11, 3<sup>rd</sup> place was now Jeremy Baudins in another Mk2, 4<sup>th</sup> was Car 10 of Martin Walters and Chomp Edwards in an E30 BMW 325i, and 5<sup>th</sup> was Car 20 of John Le Noa (The senior of the two Le Noa's, keep up at the back I told you there were plenty of family rivalries) and Bruce Robinson in a 2 litre Mk2.

### Saturday 14<sup>th</sup> October

It was misty up on the north west of the island for the first of the morning stages and it seemed reluctant to clear until the stages were run for the 3<sup>rd</sup> time when the sun had broken through and temperatures began to rise. The road closure orders ran from 0745 until 1245 for these two stages each run 4 times. Greve de Lecq, Sponsored by Jacksons, was the first and covered stages 13,15, 17 &19 then it was St Ouen sponsored by digimap, who also provided all the mapping for the event, that ran as 14,16,18 &20.

After the first run through these stages Leonards lead had moved to over 3 minutes to Morris in second, these two in class C, with the following two cars in class D, proving that on this event, whilst you may need a Mk 2 Escort, a 2 litre engine is probably going to be powerful enough if it's well driven. So with the morning stages all complete, except stage 20 which was scrubbed.

Leonard's lead over Morris was 3 minutes 46 seconds, with Baudins another 30 seconds behind Morris, Car 18, having previously in 5<sup>th</sup>, the 2.5 litre Mk2 of Dave Oliveira and Kevin Erving having moved into 4<sup>th</sup> on the demise of Walters in his BMW on stage 18. The top 5 is now rounded out by John Le Noa.

The first stage of the afternoon, Victoria Village, sponsored by CANACCORD, was to prove a wakeup call for Morris as Baudins put in a stunning time, half a minute faster than both Leonard and Morris. This briefly moved Baudins into second place, albeit only 0.6 of a second in front of Morris.

Darrell Morris responded on the next stage Longueville, sponsored by Roberts Garages Ltd, the title sponsor, to post the fastest time of anyone, and importantly, almost 7 seconds faster than that of Baudins. The competition between these two for second place was getting personal as there were frantic calls between the competitors and their service crews back at rally HQ about the stage times. Stage 23 was the second run through Victoria Village and Morris was almost 7 seconds quicker again than Baudins, Morris wasn't going to let 2<sup>nd</sup> go without a real showdown. Stage 24 and Leonard was again fastest with a 5.05.2 with Morris 2.6 seconds slower, but more importantly 1.8 faster than Baudins. On Stage 25 Morris was a full 5 seconds faster than Baudins and now 21 seconds up the road. Morris had clearly got the message to get on with it if he wanted to secure second, and his highest ever finish on his home event.

But then on Stage 26 Morris dropped 2.4 seconds to Baudins, this needle match, with just 2 stages to run was starting to swing back towards Baudins. Then Stage 27 and Morris has dropped another 4.7 seconds to Baudins. 14 seconds now separates them with one stage to go.

Don't do anything silly lads, with Leonard still more than 3 minutes in the lead, its second and third these two are playing for. Third would still be Morris' best ever result on this event, but he so desperately wants second he's switched off his phone and not even talking to his service crew. They've assumed he and the car are OK, or as they put it "missing, presumed having a good time."

Morris puts in a stunning time on the last stage, the fastest time recorded, 6 seconds faster than Leonard. But hang on where's Baudins, he's out on the last stage leaving Morris to claim a well-deserved second place and now Oliveira has moved into third, John Le Noa is forth, and Car 11 Ron Allen and Derek Le Bailly are fifth in another 2 litre Mk2.

Ford Mk2 Escorts are the weapon of choice again on the Jersey Rally, albeit with various engines from the likes of Vauxhall and Millington. It's been a dry event this year, so the 4wheel drives have not really been able to show their wet traction supremacy.

The top 5 places all went to Jerseymen, maybe there is something to be said for local knowledge after all. The popular Stevie Leonard running at car 2, won The Jersey Rally for the third time, with Sion Humphries working impeccably next to him in the hot seat. 2nd was a fantastic result for Darrell Morris and a well-paced third was a just reward for biding his time and keeping it clean for Dave Oliveira.



For the crews and support teams it's off to The Merton Hotel in St Helier where the presentations and celebrations took place.

Until Next Year's event...

**David Followell**  
Cirencester Car Club

# Bristol Pegasus Fantasy Formula One 2017

## Final Results

Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	1162
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	1084
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	1079
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	1079
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	1078
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	1071
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	1070
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	1070
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	1047
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	1039
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	1032
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	1027
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	1024
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	1015
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	1011
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	1004
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	990
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	984
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	977
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	971
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	967
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	957
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	955
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	953
Mal Allen	Ericsson	Massa	Ferrari	Haas	Mercedes	946
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	946
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	925
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	918
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	914
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	907
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	884
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	881
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	877
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	868
Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	846
Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	822
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	822
Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	814

Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	792
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	782
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	780
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	729

Congratulations to 2017 BPMC Fantasy F1 winner Sharon Reynolds !

## Clubmans' Championship - final standings

Position	Name	Total	No of events	Organised or marshalled?
1	Andy Moss	21.88	7	Yes
2	Alan Spencer	20.48	6	Yes
3	Ben Bishop	18.77	5	Yes
4	Pete Goodman	14.79	5	Yes
5	Chris Thompson	13.40	3	Yes
6	Tom Thompson	9.07	2	Yes
7	Nick Wood	8.63	5	Yes
8	Ralph Colmar	7.01	4	Yes
9	Sam Thompson	5.67	2	Yes
10	Bob Bull	5.27	2	Yes

(only those who organised or marshalled are included in the final standings)

Congratulations to 2017 BPMC Clubmans Championship Winner Andy Moss

## New Automated Membership System

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

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**



## Allen Classic Trial 2017





## Bob Bull's F1 Facts Quiz No. 12

Throughout 2017 we will give you some of the strangest statistics from F1 covering the years from 1950 through to 2015; we will ask 5 questions a month.

Of course you could Google the answer but where's the fun in that :

### Quiz 12

New car Special

Who sold the most cars in 2016 ?

What was the best selling vehicle in the US

What is the cheapest car in the UK?

What is the dearest new car in the world

How many cars were sold in UK 2016

### Answers To Quiz 11

Not about GPs but a Goodwood special

When was the First race meeting at Goodwood? 18<sup>th</sup> September 1948

When was the last (not including current historic meetings)? 2<sup>nd</sup> July 1966

When was it reopened for Historic Racing? 18th September 1998

What is the ALL time lap record? 1min 18.2sec N Padmore LOLA T70 2015 MM

What is special about the 31<sup>st</sup> Fighter Group based there in 1942? First American Forces to engage the German Luftwaffe in WW2, also one of the few squadrons to fly US marked Spitfires (Mk V's) Europe and North Africa and later P51 Mustangs in North Africa.



P51 left Spitfire right at Dunsfold, not from 31st Fighter Group.



## Bradley Stoke Three Brooks Hot Rod/American Breakfast Meet





# ***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**

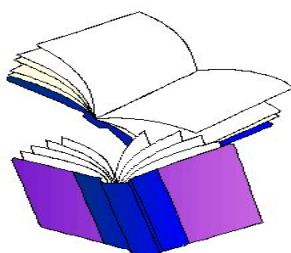
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



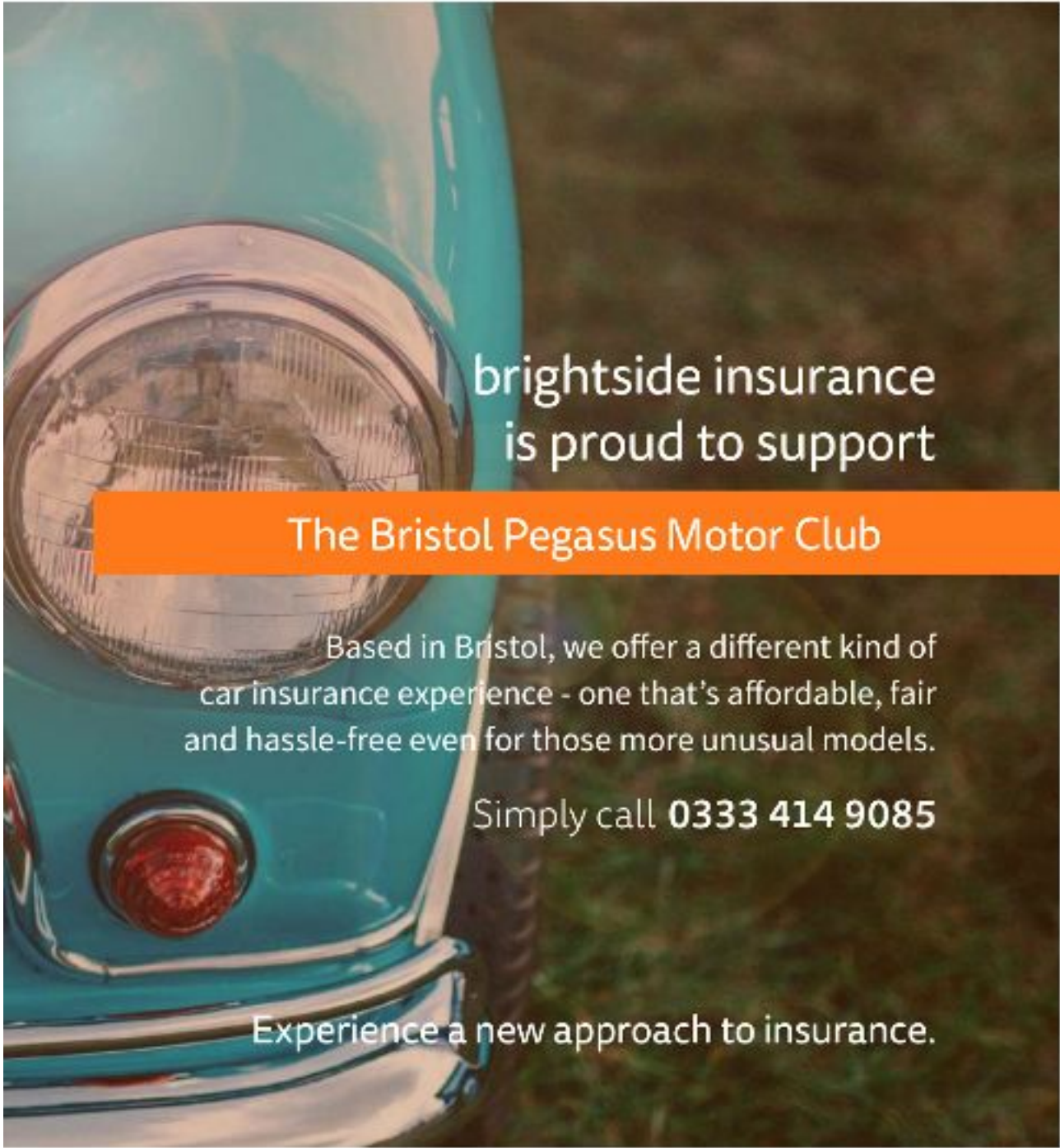
**Sweatshirts & polo shirts are available in the following colours and sizes:**  
White, grey, light blue, royal blue and black - S, M, L and XL.

**PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !**

**Help raise funds for Wiltshire Air Ambulance**



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## VSCC Cotswold Trial Prescott 18th Nov



Matthew Blake 1922 GN Vitesse



Simon Price 1930 Ford Model A Special



Chris Williams 1930/34 Riley Special



Rachel Williams 1930 Austin 7



Susan Hill 1923/29 (Crouch) Helix



Paul Jeavons 1914 Vauxhall 30/98



Louis Parkin 1927 Trojan Utility



Theodore Hunt 1925 Bentley 3 - 4 1/2



# Opportunities in Bristol Pegasus

## Get more involved and enjoy yourself more !

In recent years we have lost a number of long time committee members, and unfortunately it seems harder to find people willing to get involved. Despite the hugely rewarding benefits of being an active member of the club. Demands on all our time is greater than ever. I know we are not alone in struggling to get new people involved and it is an issue for clubs of all sorts. Whilst it is easy to assume "someone else will step up" there is a real possibility that without new faces there will not be a club to be a member of in the not too distant future. As the numbers on the committee have decreased the demands on those remaining increases, which itself leads to the possibility of more people finding the load too much and very quickly a strong club can cease to exist.

Clearly we need to address this issue if we are to provide the range and quality of events we all enjoy. There are a number of roles we need to fill and some of these have been vacancies for far too long. The best way to do this would be to spread the load amongst as many people as possible, an hour or two each month really can make a huge difference, as can someone offering to get involved in organising a single event.

**Below is a listing of some of the things we need your help with.**

### **Committee Roles**

#### **Membership Secretary**

Bob Bull has done an excellent job of keeping the membership records, but is standing down at the end of the year. Between Bob and our Website guru Richard Reynolds we have installed an automated membership system. However we still need someone to look after questions and enquiries, as well as helping out the few members we have without computer access to use the automated system. The role also includes looking at how we can recruit new members. The job should take a few hours a month and the membership Secretary would normally be a committee member and able to attend meetings.

#### **Assistant Competition Secretary**

Could you help the competition secretary and at the same time learn about MSA rules and organising competition events? You could also help with preparing event administration to take some of the load off the event secretaries.

#### **Equipment Officer**

Could you keep an eye on the club's equipment, ensuring event organisers have the kit they need when running an event, making sure the kit comes back to the club store after events, help buy replacements for any broken items and make sure everything is in usable condition when it is needed ?

#### **General Committee Members**

Would you like to become a committee member without a specific role in mind?

## **Non Committee Roles**

Most of the roles below could be done by someone who is not on the committee but who could give a few hours of time to the club. Perhaps you can't make committee meetings or are not local to Bristol - there is plenty you can help with.

### **Clubmans / Marshals Championship Coordinator**

Maintains the rules and results for club championships, obtains results from all club events and updates a results spreadsheet. These are then published on the club website and in Backfire. We have two championships - Clubmans and Marshals. The job should take no more than an hour or two per month, but needs someone who can keep on top of updating the scores regularly.

### **Speed Championship Coordinator**

We would really like someone to help revive our speed championship, encouraging people to enter the championship and submitting results to score points - an ideal job for a regular sprint competitor perhaps ?

### **Press and Promotion**

Ever fancied seeing yourself in print in the local press or motoring magazines ? We need a press and promotion officer to write articles about the club, devise novel ways of promoting the club to new members, prepare leaflets to promote the club and make use of Social Media to get the club to a wider audience.

### **Graphic Designer**

Are you a wiz at creating fancy graphics on a PC ? Throughout the year we are running events and creating things like publicity stickers and merchandise that need graphics, logos and artwork - would you enjoy seeing your work in print ?

### **Awards Secretary**

Could you keep a record of who has won events and order trophies for the AGM. Mostly requires some time in the dark evenings coming up to the AGM.

### **Lead Marshal**

Could you organise marshals for our events, keep records of who has helped in the past and contact them before events to see if they can come along again, help organise marshals prizes and make sure they are looked after at events ?

### **Backfire Columnists**

Want to write a monthly column in Backfire? It could be about cars and motorsport in general, club events or your own motoring and motorsport activities.

### **Event Organisers**

Could you organise a competitive or social event ? Perhaps a summer treasure hunt or help with one of our bigger events such as the test day or a sprint. If few people come forward to help with just one event it will make a real difference.

### **What else ?**

What could we do better, how would you make improve the club, what would you like us to do? We would be happy to hear any suggestions you have to help.

# 2016/2017 Statutory Accounts

## BRISTOL PEGASUS MOTOR CLUB INCORPORATING BRISTOL AEROPLANE COMPANY MOTOR CLUB

	Note	2017 £	2016 £
<b>FIXED ASSETS</b>			
Tangible Assets	1	<b>11370</b>	<b>11370</b>
<b>CURRENT ASSETS</b>			
Stock for resale		720	720
Prepayments and Accrued Income		0	1009
Reserve ( BAC MC ) Account		19120	19046
Cash at Bank and in Hand + Event Float		7353	8132
Event Float			
		<b>27193</b>	<b>28907</b>
<b>CREDITORS</b>			
Amounts falling due within one year -			
Sundry			1395
Accruals and Deferred Income		518	1604
		<b>518</b>	<b>2999</b>
<b>NET CURRENT ASSETS</b>		<b>26676</b>	<b>25908</b>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		<b>38046</b>	<b>37278</b>
Represented by:			
<b>CAPITAL AND RESERVES</b>			
Balance brought forward		27508	25548
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		768	1959
		<b>38046</b>	<b>37278</b>

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2017 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Andrew Moss  
3rd November 2017

Director

### NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2017

#### 1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

#### 2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

#### 3 TAXATION

2017 £

2016 £

Based on results for the year:

Corporation Tax

518

599

Rate 20% 1/11/2016 to 31/3/2017, 19% 1/4/2017 to 31/10/2017

#### 4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

#### 5 STAFF COSTS

The company has no employees. The directors serve without remuneration.



## BPMC 2017/8 Events Calendar

Date	Event	Location
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust Services 9am
Sat 13th Jan	Inter Club Skittles	BAWA 8pm
Mon 12th Feb	Club Night	BAWA 8pm
Fri 16th Feb	Navigation Exercise	Wye Valley
Mon 12th Mar	Talk: Graham Robson/Brian Culcheth	BAWA 8pm
Sun 18th Mar	Spring Autosolo	Rolls-Royce
Mon 9th Apr	Club Night	BAWA 8pm
Sun 29th Apr	Cross Trophy Trial	Dundry
Mon 21st May	Treasure Hunt	
Sat 12th May	Llandow Sprint	Llandow Circuit
Sat 3rd Jun	ACE Classic Tour	
Mon 12th Jun	Bring Your Car Night	
Mon 10th Jul	Evening Car Tour	
Sun 13th Aug	Sunday Treasure Hunt	
Sat 18th Aug	Pegasus Track Day	Castle Combe Circuit
Mon 27th Aug	Wessex Sprint	Provisional Event
Mon 10th Sep	Club Night	BAWA 8pm
Sun 23rd Sep	Pegasus Charity Tour	
Mon 8th Oct	Club Night	BAWA 8pm
Sat 20th Oct	Pegasus Sprint	Castle Combe Circuit
Mon 12th Nov	Club Night	BAWA 8pm
Mon 10th Dec	AGM Buffet & Prizegiving	BAWA 8pm

## Mud Bath



VSCC Trials Passengers Prescott