

Backfire

Bristol Pegasus Motor Club Magazine



**Call for drivers and their cars that have participated in
club events in the past - see back cover !**



February 2022

Bristol Pegasus Motor Club

Club Motorsport at its best



Recognised
Club

Member of:
Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

Who's Who in Bristol Pegasus Motor Club

Vice President – Dick Craddy dick.craddy@bristolpegasus.com

Vice President – Bob Hart bob.hart@bristolpegasus.com

Committee

Chairman – Nick Wood chairman@bristolpegasus.com

Treasurer – Martin Baker treasurer@bristolpegasus.com

Secretary – Tim Murray secretary@bristolpegasus.com

Competition Secretary – Andy Moss compsec@bristolpegasus.com

Membership Secretary – Bob Bull membership@bristolpegasus.com

Child Protection Officer – Chris Thompson chris.thompson@bristolpegasus.com

Website Officer – Richard Reynolds webadmin@bristolpegasus.com

Magazine Editor – Ralph Colmar backfire@bristolpegasus.com

Committee Member – Sam Thompson sam.thompson@bristolpegasus.com

Committee Member – Ben Bishop ben.bishop@bristolpegasus.com

Other Club Contacts

CMSG Rep – Alan Spencer alan.spencer@bristolpegasus.com

Archivist – Pete Stowe pete.stowe@bristolpegasus.com

Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



Photo Gallery – gallery.bristolpegasus.com



Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com)



Facebook Group – [bristolpegasus.com/facebook-group](https://www.facebook.com/bristolpegasus.com/group)



Instagram – www.instagram.com/bristol_pegasus_motor_club

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Motorsport UK RS Clubman licence



Renew or Apply for your free 2022 Licence now !

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

Online Application for the FREE RS Clubman licence begins here:-
<https://rsclubman.motorsportuk.org/>



Nick's Natter

January has been a quiet month regarding motorsport events but it has given me the opportunity to think about some club trips. More on this later.

Personally I'm planning to go to Loton, Thruxton, Santa Pod, Shelsley, Silverstone and Combe! It's going to be a busy year. A few of us will be going to Wiscombe on the 7th May to marshal for the 500 Owner's club. If anyone else is interested let me know.

Don't forget it will be the first **Breakfast Meet of the year on Sunday 27th March.** Look forward to seeing you there.

My new beast - a Pontiac Firebird.



Nick Wood

Editorial

Welcome to February's edition of Backfire.

I managed to pop along to the Annual Dinner at the end of the month, lovely to catch up with everyone thanks to Cherry and Nick for organising a splendid do.

A couple of weeks before that I spotted an add for a second hand canvas top for Madge and ended up going to a place called Tanks A Lot to pick it up, the chap who runs it bought his first £2m tank for less than £20k and now has over 300 tanks and armoured vehicles from all over the world.

Managed to replace Madges roof but have not had the opportunity to see if I have done it properly by driving it in the rain.

Just before the dinner I had Madges brakes and brake fluid changed and I used the dinner as an excuse to whizz around some of Dick Craddy's Navigation exercise routes in the dark to bed them in on my way over to Lydney.

In this months issue Bob Bull wonders what happened to all his cars, Phil Jones makes his rallying debut in his 350SL, Dave Cooper updates us on his X2 project and Ken Robson rounds up last seasons F1. I am sure you will all join me in wishing Ken a speedy recovery from his recent operation.

Thanks as always to everyone who has contributed to this months issue.

Wishing you all a safe month's motoring !



Ralph Colmar

Events Calendar 2022

Sunday 24th April Cross Trophy Trial



Off road affordable motorsport at it's best. Entry details to follow.

Saturday 25th June Llandow Sprint

Entry details to follow.



Saturday 30th July 75th Anniversary Celebration and Trackday Castle Combe



Trackday entry details to follow anyone wishing to bring along a vehicle that has participated in any previous Bristol Pegasus Motor Club and or Bristol Aeroplane Company Motor Sport Club event in any discipline, Treasure Hunt, Autosolo/test, Production car trial, track day and or Sprint etc over the previous 77 years, please contact Nick Wood at nickswood@hotmail.com

Saturday 15th October Pegasus Sprint Castle Combe

Entry details to follow.



Invitations

500 Owners Association Wiscombe Park Hillclimb - 7th May 2022

The 500 OA is proud of their association with Wiscombe Park and have been running their annual hillclimb at the picturesque Devon venue for over 30 years.

We welcome entries from members of the Bristol Pegasus Motor Club. This is in addition to the NHCA and their motorcycles.

Entry details to follow at : 'http://500race.org/500oa-wiscombe-park-hill-climb/' with event information, regulations, and links to the online entry system, closer to the event.

If you have any questions regarding this event, please contact the secretary of the meeting: Contact: Xavier Kingsland, Phone: 01489 891482 OR 07500 333295, Email: xavierkingsland@gmail.com

Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

01-Mar Ian Phillips - His career in FORMULA One

05-Apr John Tipler & Guy Munday - LOTUS

03-May Matthew Vale - LOTUS Elite Colin Chapman's First G.T. Car.

07-Jun Brian Angus - Engineering at LOTUS

05-Jul Anthony Reid - His Motor Racing Career.

Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on bbbishop132@hotmail.com

It's an uphill struggle....

A rather moist start to the New Year...

You might recall that I acquired a certain ('79) Merc 350SL at the back end of 2020 via a seemingly risky, long distance, video walk round type of deal that fortunately ended well.

It's had a new timing chain and only the mildest of prep in the form of a sump guard, harnesses, additional lighting, proper timing equipment and 15" Mexican hats on Michelin 3PMSF tyres. I resisted the temptation to over prepare (and overspend) as I don't think it really needs anything more for what I plan to do.

As previously told, its main claim to fame is that it's a 'rare as hen's' teeth V8 RHD with a manual box, which makes it Euro spec. I might have to do something about the excessively shiny and slippery knob (Matron etc...) but otherwise its spot on.

Anyway, Owen and I were due to start with a nice simple one-day event last September, but I got myself into a work-related pickle and ended up in the wrong country at the vital moment, so we missed it. The 'difficult 2nd album' was to be the day and half event in early January using some Rally of the Tests / Le Jog type skulduggery in the navigation. No problem we thought, until we realised that this was now the first event...

January		EVENT Per Ardua Ad Infinitum – South West 2022 Taunton		START DATE 07.01.22 FINISH DATE 08.01.22
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The forecast was...more rain. Nevertheless, toolbox secured, all the equipment sourced, regs read and re read...and still not making much sense.

Off we trotted down to Bridgewater for the Friday morning scrutineering and mid-day start. Is this exciting or nerve wracking? Or just costly madness?

Scrutineering and noise were fine and I am sure the Greggs bacon rolls had something to do with our feeling of general wellbeing. The measured mile – which was 3.17 miles – took 3 goes as the actual distance was a 'half digit' on the Brantz so we fanny'd about a bit to get to the closest one – and then off to the hotel / HQ at the Taunton Holiday Inn.



We settled in for a coffee and a look at the map book and timecards. It was a year since the tutorial and, even though we had both re read the notes, which box to fill in, if any, was a bit cloudy.

Next question..." why are so many people sat plotting things with marker pens before getting their instruction packs?"

We tried eavesdropping and squinting over their shoulders with a 'North Eye', but it wasn't getting any clearer. Nice coffee and Viennese Whirls though.

With an hour to our 13:07 start time - we were seeded near the bottom for obvious reasons – Owen got to collect the instructions for plotting. Blimey, eight regularities to plot in less than an hour. I stuck to looking at the test diagrams as I could follow the red lines with my finger (and mouth open), but the map, well I delegated that to Owen.

And at 13:07, in pouring rain, off we went.

What followed was more frantic than I had imagined, even though we knew that this was a hard one condensed into a day and a half. Turned out that 'day and a half' meant 300 miles and about 20 hours in the car.

We proceeded to get all the MTCs but missed a few TCs, incurring 2.5 min penalties each time. Nevertheless, as novices, we at least managed to get back on track each time.

The first test was great until I missed stopping correctly in a box at the end, so that was a 30 sec penalty as well. We'll need a calendar not a stopwatch at this rate!

The car was running extremely well – never sat in better seats and we were still of that opinion 9 hours later. Of course, despite harnesses, we both fell out of them on the tests as the barge wallowed its way round in giant sweeps of understeer. Still, it had lots of traction – I wasn't expecting that – and the Michelin Cross Climate all season tyres were just epic. Even high up in snow and on steep muddy climbs, they hung on. Very difficult to unstick the rear unless I used the handbrake and, of course, without a slipper it was then a 'one tyre fire' when I did, but all very stately and manageable. This is a very good car.

But now we come to the 'issue'. A ford had turned into a river.

I ran through it slowly and, initially, all was fine. But a little later on, the brand new, OE Bosch fuel pump started to sound like a concrete mixer. It is mounted low by the rear suspension, and 10-miles later, we got a faltering motor as the fuel pressure dropped.

'Oh Quantocks', quoth the crew, out in the boonies, in pitch dark, cold and rain and, knowing us, not on the right route, so how would they ever find us?

Over the remaining 30 hours, I perfected the technique of hopping out the car, setting down a rubber mat on the stream of water flowing past and WD40'ing the fuel pump to get the damp out of it. It worked for another 30 mins and then we did it all again. And again.

Some very nice ladies from the WI served us a cottage pie at a hall around 5pm on Saturday as Owen and I panicked our way through plotting the final regularity that we were headed towards.

You wouldn't ordinarily select a bog standard '79 'Bobby Ewing' to get a decent time round the Nigel Mansell Raceway ...aka Dunkerswell kart track. It's a nice facility (decent Lasagne) and the track is a lot of fun if a little tight for a barge and, with all the rain, quite greasy. It was the only moment, in 300 miles, where Owen exclaimed..." I think I feel a little bilious..."

12th out of 41 was not too bad when there were tasty Escorts and 911s ahead.



On the left, in the queue to start a test.

On the right, Aliens, sent by Bill Gates, were looking for Anti Vaxxer disciples over Dunkerswell....

Or they could have been the restaurant lights reflecting in the window.

To add to the drama, Owen announced that the Brantz timer was going haywire, resetting itself constantly so he was having to 'ad lib' with a conventional stopwatch. Oh Lord, what more shall we face? And then we realised that the remote-control button had slipped down between the seat and the centre console and it was being squeezed into 'reset' as we went along. Doh!

At the final coffee halt, the car was utterly minging. The fuel pump later gave up the ghost on a flat-out blatt round an airfield, so we incurred even more penalties, but a 10 min rest and a WD40 soaking saw us reach the finish at the hotel. And a decent Thai Green Chicken Curry.



Out of 41 starters, 36 finished —there were a few fallers on the snowy hills – and we had managed to accumulate a truly epic 68:07 in penalties. We were only saved by a Giulietta with 102:29. The fact that the winner amassed 3:23 mins only served to demonstrate that you need experience, concentration and talent. We didn't have any of these three.

We departed, doubtful of getting home without the services of the AA, but very happy to have made it to the end of the rally. As luck would have it, the SL drove home without incident and, clearly, the drier M5 motorway was friendly to the fuel pump.

Knackered and in a kind of shock, we could only take satisfaction from doing massively better on day two than day one, happy in the knowledge that we have entries for the 3 one day events in a mini championship this year. Next out at the end of March.

Now, time to order a new fuel pump and a large poly bag to seal it up!

Jones the Speed

Fifty Shades of Red

Nurburgring

For the first time in three years there was to be no weekend exeat from school to visit the Race of Champions at Brands Hatch in March 1976. I forget exactly why, might have been because I was supposed to be busy revising for dreaded 'o' level resits, either way James Hunt now driving for McLaren won the race comfortably from Alan Jones in his new Surtees TS19.

The 1976 Formula One season unfolded to be an epic, although not always for the right reasons.

New rules were introduced for the 1976 season which limited the dimensions of the cars, wings and tyres and airbox heights and there was a new safety feature requiring the fitting of a roll bar at the front of the cockpit so that the drivers helmeted head had to sit below a line twixt the top of the rear and front roll bars.



At the time I thought the new rules made the '76 era cars look way better than the high airbox cars and my hero Niki Lauda's Ferrari 312T2, seen at Brands during practice for the British GP left, looked the best of the lot.

The seasons technical novelty came from Tyrrell in the form of the radical six wheel P/34 which looked like no formula one car before or since, however as Lotus found out in 1974 when they requested a different tyres size than the norm for the Lotus 76, Goodyear did not always deliver, and unfortunately Goodyear could not justify the expense of developing the tiny 10inch front tyres specified for the P/34 so the cars only victory, a one two for Scheckter and Depallier too boot, remains a bit of a flash in the pan of what could have been.

But I am getting ahead of myself, the first three races of the 1976 season were run to 1975 rules and it was James Hunt, now driving for McLaren in the seat vacated by 1974 Champion Emerson Fittipaldi, who secured pole position for the first two races, but it was Niki Lauda who won both, with James just managing a 2nd place in South Africa. At Long Beach it was Clay Regazzoni who swept pole fastest lap and the win in the final championship appearance of the Ferrari 312T with team mate Niki second and James retired.

Three races in and Niki held a whopping 18 point lead over James Hunt when the teams turned up at the Spanish GP with their 1976 spec cars. Hunt won the race comfortably from pole with Niki second despite driving with broken ribs sustained after overturning his tractor at home. Patrick Depailler was third from third on the grid in the new Tyrrell..... or so I thought as I went to bed that night. Next morning I

awoke to hear that James had been disqualified for having a 1.5mm overwidth car !

When the authorities set the rules for 1976 they took the dimension of the widest car in 1975 the McLaren M23 and set that as the widest permissible width for 1976. McLaren built their car accordingly but somehow had forgotten that when stationary the car's tyres would bulge and take the car over the maximum permitted width ! Needless to say McLaren protested and the final outcome of the race would have to wait.....

For Belgium GP the McLarens appeared with a slightly narrower track but it was Niki who took the win as he then did in Monaco with James failing to finish both races. After Jody Scheckter and Tyrrells win in Sweden, James secured an undisputed win in France where Niki recorded his first retirement of the season.

By the British GP James had been reinstated as the winner of the Spanish GP but he still had only half the points of Niki Lauda. The 1976 British GP nearly had a riot on its hands after a first corner accident saw James knocked out by Niki's team mate Clay Regazzoni and the race organisers refused James a restart in the red flagged race.

In the end a riot was averted and James drove the race of his life, stalked pole sitter Niki for a number of laps and then passed him to win the race fair and square... except Ferrari did not believe James should have been allowed to restart and lodged a protest so James position with just under half the points of his rival was provisional.

I had been following all this through the daily press, Autosport, Motorsport Magazine, on patchy TV coverage and being in Zambia for the British GP on the BBC World Service on whistling whining long wave radio.

The day after the British GP Mum asked if I'd like to go to Germany, having a life time love of my Grandmothers cooking, homemade currant bread, pea soup with bacon, pancakes the size of pizzas, apple struddle mit sahn... you get the picture I am sure, I naturally responded positively and was promptly informed I'd be flying back to the UK the next day and on to Dusseldorf.... alone.



My parents had arranged for me to be taken to the German GP by an aunt and uncle who lived just round the corner from the Nurburgring as a surprise treat !

Happy days indeed, I'd read the stories of the incredible performances of Nuvolari defeating the Silver Arrows with his ALFA Romeo, Fangio's incredible drive in the 1957 German GP where he drove the race of his life in his Maserati 250F to defeat Mike Hawthorn and Peter Collins Ferrari's in 1957 and Jackie Stewart's amazing drive in the rain with his arm in a cast in 1968. Little did I realise the 1976 German GP would be the last at the Nurburgring and would be remembered for far more than just another motor race.

The track did not disappoint, up to then the biggest track I had been to was Brands Hatch which an F1 car lapped in around 1m 20secs to average a gnats under 120 mph over just under 2.5 miles, at the Nurburgring Niki Lauda had become the first man to lap the 14 mile circuit in under 7 mins to average over 120mph the previous year.

James had already secured pole with Niki 2nd on the grid the day before we arrived at the circuit on an overcast Saturday morning. We started by visiting the start / finish in the morning but aside from watching Brett Lunger chilling on his pit counter and an overwhelming aroma of Bratwurst, Coffee and strong continental tobacco not a lot was happening as the session was untimed and it was obvious times would not be improved in the overcast conditions.

We then went round to the wonderfully named Quidellbacher Hoehe and walked 5kms alongside the circuit down to Exmuehle. As we approached Fuchsroehre fortuitously the heavens and we had a great view of the cars entering the fox hole descent.



We were then treated to a marvelous display of car control particularly from March 761 drivers 'Mad Ronald' Peterson, who's car is seen many years later in Colin Bennetts workshop left, Vittorio Brambilla and Hans Stuck, with Rolf Stommelen third quickest in his unfamiliar, last day of practice deal, works Brabham ALFA Romeo BT45 also showing good opposite lock skills. The sound of

the 12 cylinder ALFA Romeo, Ferrari and Matra engines searing tunefully through the Eifel mountains was a particular aural delight.

Race day was again less than decisive on the weather front, and again we went over to Quidellbacher Hoehe and walked past thousands of campers each marking their pitches with walls of slabs of beers that were neatly stacked into walls of empties once the contents had been consumed.

We found a comfortable spot to watch overlooking a series of multi apex bends known as Wehrseifen, right, across the Ardenau bridge at Exmuehle and then the track disappeared off towards Bergwerk.

The days programme started with with Super Vee race won by Mika Arpiainen and in which John Morrison ran in the leading bunch though I have no recollection of where he finished.



During the lunch break there was a demonstration of pre and post war Grand Prix Mercedes Silver Arrows, I believe Fangio was out in a Prewar W125 and Herrman Lang in a post war W196, both of which sounded stupendous.

As the Grand Prix was due to start the track where we were was mostly dry but there were intermittent showers news from the start was the race had been declared wet but Jochen Mass starting 9th had elected to start on slicks while disappointingly his compatriot Hans Stuck was forced to retire from 4th on the grid with clutch failure as the cars went to take the start.

Hunt led on the opening lap as he came past us followed closely by Mad Ronald and Carlos Pace in his Brabham ALFA Romeo but it was Mass making up places in his slick shod McLaren who was really getting us excited.



As the field returned to the start finish half of it including James and Lauda pitted for slicks, those pit stops were recreated for the 2013 film Rush at Snetterton seen left, while the other half led by Ronnie and Jochen did not. The roar from the crowd heralded that Jochen had taken the lead from Ronnie well before they arrived in front of us and it looked like the German was

going to win his home race by a country mile as those immediately behind him were still on wet tyres !

James now came round on slicks obviously looking to make time on his long gone team mate and Niki came round on slicks leading a group that included the Heskeths of Guy Edwards and Harald Ertl split by the Surtees of Brett Lunger with Art Merzario in the Wolf Williams that had been vacated by Jacky Ickx and Emerson Fittipaldi in the silver Copersucar.

Soon after the Ferrari had disappeared from our view a huge cloud of smoke appeared from behind the hill at Bergwerk, and as we now know it was thanks to the quick reactions of Brett, who's car had broadsided Niki in the Ferrari, Art, Guy and Harald that Niki lived another 42 years to become a living legend.

The news trackside at the time was that Niki was injured but conscious and soon he was flown off to hospital and the race would start again from scratch.

At this point Chris Amon decided it was time to hang up his helmet, although he was persuaded to make one final attempt to race in the 1976 Canadian GP by Walter Wolf alongside Art Merzario, but an accident in practice from which he was lucky to walk away unharmed led to another DNS.

James easily won from the second start in Germany leading Jody Scheckter with whom he traded fastest laps home by 30 seconds, though it was the South African who finished with fastest lap his Tyrrell affording a splendid view of the driver in action thanks to extra large windows either side of the cockpit shroud.

Jochen came home a disappointed 3rd, ahead of Carlos Pace, Gunnar Nilsson in a rapidly improving Lotus 77 and Rolf Stommelen in his sole outing in the 3rd Brabham ALFA Romeo.

News reports on the radio during the drive home indicated Niki was in a far worse condition than originally suggested and that night I fell asleep soon after learning that Niki had been given the last rites at his hospital bed.

Niki made an incredible recovery, and just six weeks later he was 5th on the grid at Monza ahead of both his replacement at Ferrari Carlos Reutemann and his team mate Clay Regazzoni.

For that race James, who had won the Dutch GP and was just two points behind his rival in the championship, along with team mate Jochen and Austrian GP winner Penske driver John Watson, were sent to the back of the grid in Italy after the discovery of fuel irregularities in final practice.

Ronnie Peterson won the Italian GP, his former March teammate Niki finished 4th while James retired so Niki was five points up on James with three races to go.

By the time the teams arrived in Canada it was announced that James had been disqualified from the British GP because he had not completed the opening lap after the first start, consequently James was deducted nine points while Niki's total had three added to the six he had already been credited with for his provisional second place finish at Brands.

All this meant James started the Canadian GP, 17 points behind his rival with three races to go. James duly won in Canada from pole with Niki failing to score in 8th. By repeating the winning from pole feat again at Watkins Glen, where Niki finished 3rd James had closed the championship points gap to 3 going into the final race of the season at Fuji.

Mario Andretti through sheer hard work with his team had developed the Lotus 77, that Ronnie Peterson had abandoned in favour of the March 761 at the start of the season, into a seriously competitive car and sat on pole in Japan ahead of James, Niki and John Watson in the gorgeous Penske PC4 that rivaled the Ferrari 312T2 in the looks department. See right at Goodwood.



There was an unprecedented amount of TV coverage of this race with long interviews with both James and Niki the night before the race. For me and many others in the UK watching the race live meant getting up at an unholy hour. The black and white telly came to life in the sixth form house common room where I was watching with the news that conditions were monsoon like at the track.

James initially led the race but as conditions dried he fell back and it was Andretti who took a lead he would not relinquish until the checkered flag. By this time Niki, who still had no eyelids, unable to blink had already long since withdrawn from the race, deciding his life was far more important than championships, along with Carlos Pace, Emerson Fittipaldi and Larry Perkins.

Meanwhile James yoyo'd in the top six until a puncture dropped him to fifth as he came out of the pits with fresh rubber following Patrick Depailler on similarly fresh tyres. James managed to make it into third with a couple of laps to go and returned to the pits at the end of the race in an agitated state not realising he had secured the 1976 World Driver Championship.

A couple of weeks later I was lucky enough to go on another weekend exeat with a school friend who invited me along to visit the McLaren factory in Woking.

Designer Gordon Coppuck kindly gave us a tour during I saw the McLaren M23's which still bore the scars and scrapes from Fuji were being taken apart, there was also an M26 upon tressels being modified to take a front oil cooler while deep inside the factory, which amounted little more than a couple of industrial units, we were also shown a USAC Champ Car spec McLaren M24 compete with Cosworth DFX being prepared for the 1977 season.



James Hunts 1976 Title Winning 'narrow track' McLaren M23

Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Pegasus Sprint Updates and Photos
- Event invites including Tavern and Bath Navigation Events
- The Bill Farrow Memorial Trophy
- MGCC PCT
- Trailer For Sale
- Santa Pod Drag Racing



NEW : You can now view the group without Joining facebook.

<https://bristolpegasus.com/facebook-group>

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

Memory Jerker

I don't know where any of the cars that I have used on BAC Car Club events are now, the clue is in the name, I joined in 1964 at the behest of Mike Marsden and with a break whilst travelling for work have been a member ever since.

This included roles as Backfire Editor using a Gestetner (youngsters Google it!) to replicate the contents typed by a BAC secretary whose best friend I married! Organiser of the early multi location Cross Country Trophy event and Treasure Hunts. Competed in 12 car rallies, Auto tests and sprints.

If that jogs the memory of some of our more mature members these are some of cars.

Ford 105E, Cortina GT, RS 2000, Lotus Elise, Lotus Elan, Caterham, BMW Mini, Porsche Boxster and an MX5.



Bob Bull

X2s Sports Car Project – Engine Bottom End and Exhaust

Something had been niggling away at me ever since the engine was returned from the farm last year. As it had laid dormant for 10 years, or so, I felt that I must drop the sump and at least have a look at the steel crank and 'ladder-frame' bottom end and check for signs of corrosion. A very good thing that I did, as there was no oil pick-up /strainer assembly to be seen.

The bottom end looked fine with just some light signs of oil staining here and there. However, during a leak test on the sump pan, there were definite signs of leakage – hard to pin-point exactly but, likely happened when the pan was modified with anti-surge baffles and 'trap-doors'. I took this to a local metal stripper for him to sand blast, re-braze and generally rectify with fresh paint. (After sand blasting, he said that it was leaking like a sieve, and a lot more brazing was needed). Money well spent I think. No oil – no engine !

Meanwhile, I was collecting some suspension parts from my ex-partner when he said "Oh, there's a box of bits for you over there...". In the box was the modified oil pick-up /strainer and a load of other Mazda-specific fasteners that I'd been missing. Email is great, but, sometimes a personal call brings better results.

Exhaust-wise, we had already fitted the manifold and primary pipes onto the front cylinder bank. These looked as if they would neatly lie just beneath the sump and exit somewhere near the rear bank. After re-tapping some stud holes, we were able to fit the rear bank manifold, and, with a load of tape /locking wire etc bodge together a rough grouping of pipes to look at fits and clearances before they ran down into a '3-into-1' collector box. Merlin (Castle Combe) had already supplied the '2-into-1' collectors, so now it's time for yours truly to convert these into the final design.

At my Monday afternoon art group, I drew it all out as a sort of technical illustration. Following the inevitable "What's that then ?" from the other artists, I was able to see how it would all hang together – pipework to silencers and through to bodywork rear exit points.

In the meantime, I have to mod my drill press, drill press chuck and X-Y table, oh, and a bit more welding on the exhausts. Actually, a lot more welding – I'm slowly getting better, but, pretty it 'aint'.

Dave Cooper BPMC 05/02/2022

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.

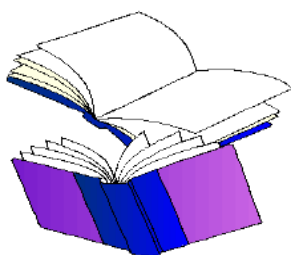
BPMC polo or sweatshirts

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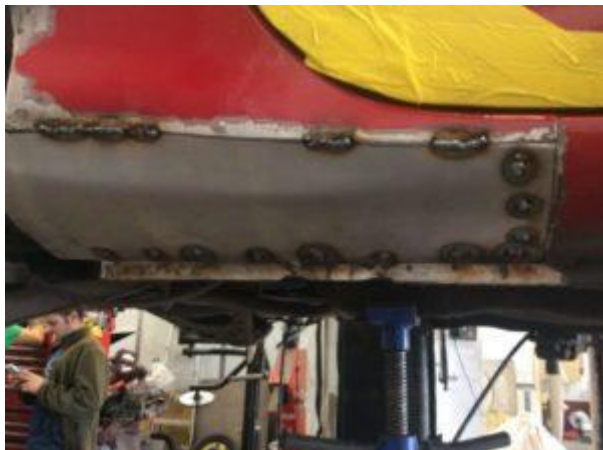
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Fantasy F1 – Review 2021

Well, a belated review for a highly controversial end to the 2021 Formula 1 World Championship. I was waiting to see whether the FIA would put their house in order (some chance) and whether Hamilton would be back for 2022, but as I write this neither has yet been decided on.

Once again the politics of Formula 1 and the incompetence of the FIA stain what should have been the closest fought championship for many years. The script was perfect, the experienced F1 7 time Champion against the aggressive young lion seeking to dethrone the established master of the pack. For the first time in many years another team had a car that could take the fight to the all conquering Mercedes in the Turbo Hybrid era. That team and driver are of course Red Bull & Max Verstappen and the number of team mates Verstappen has had who just could not keep up with him shows how good his talent is. He is however not without his flaws and very much in the Senna & Schumacher mould, thinks nothing of committing the “professional foul” as though it is his right to do so.

Against him was Lewis Hamilton the consummate professional who believes in, and thrives on, good hard (but fair) racing. At times in the season Lewis had to dig deep to produce performances and victories that the Mercedes would not have been capable of with any other driver. So, the King was on his throne seeking a record breaking 8th World Championship crown to complete the set of other records he had already taken. As an avid spectator of F1 since the early 1980's there were performances this season where he rose against the odds to claim victories that otherwise would be lost.

So, against this backdrop of a fiercely fought season, where the pendulum of success ebbed & flowed between the 2 drivers, it came down to a winner takes all final race of the season. In the referees box who the somewhat inconsistent FIA Race Director Michael Masi, who had taken over since the sad death of his predecessor Charlie Whiting. He had already made some inconsistent decisions throughout the season. Most notably failing to punish Max in Brazil for pushing Lewis off the track when he has done so to other drivers on all previous occasions. Teams and drivers complained about the lack of consistency and sought clarification of the rules on a number of occasions leading up to the final race of the season.

So the stage was set for a thrilling finale which indeed it was for all the wrong reasons. Much has been written about the last race of the season and you only need to follow any F1 channel online or watch the videos on YouTube to get varying different opinions. My opinion is that the race result was manipulated in favour of Red Bull for a whole host of political reasons. Of course, that cannot be proven and much like a Boris party will always be denied, or when it can't it will be someone

else's fault. So, with 5 laps to go Lewis is 10 seconds down the road and as Christian Horner said to Max on the radio some laps before "we need a miracle now". Red Bull were not on the pace of Lewis and had played all their strategies with tyre changes and Perez slowing Lewis as much as possible, but none of it had worked. Their prayers for a miracle came when the Formula 1 stock car driver Nicholas Latifi tried to overtake Mick Schumacher's Haas around the outside and only succeeded in picking up dirt & debris on his tyres. Instead of waiting for his tyres to clean up he continued at normal speed and promptly put his car into the barriers. At this point the FIA Race Director Michael Masi put out the safety car to enable the Marshalls to clear away Latifi's car from a dangerous position. Initially Masi put out the instruction that lapped cars would not be allowed to unlap themselves. Barely 1 minute later Masi changed that to cars would be allowed to unlap themselves, but only those between Hamilton & Verstappen. Never before has this happened in the history of F1. It's either all lapped cars can unlap themselves or no cars can unlap themselves. This left just 1 lap of racing and Hamilton as a sitting duck as the team had kept him out on older tyres so as not to sacrifice track position. It should also be noted that a collision between the 2 drivers where neither of them finished would result in Max being champion as a result of having 1 extra race win to Lewis. Understandable given Max's penchant for the professional foul Mercedes chose track position. So, in that final lap Lewis was put in a no-win position by the FIA where he had to defend against Max on old worn tyres, with all the back markers between them having been conveniently moved out of the way. Max duly threw his car down the inside on the final lap and Lewis to his credit did not choose to cause a collision between them. Given the circumstances I am not sure I would have done the same thing. As has been proven many times before a front wing end plate into the rear tyre of another car often results in a puncture to the car in front. A front wheel against the rear wheel of the car in front usually results in the car being tapped spinning out. Yet Lewis chose not to resort to these unsportsmanlike tactics even though the race was manipulated against him. Once in front, Max drove away with his superior grip to win the race and take his first World Championship.

So why did the FIA choose to manipulate the race and the Championship? For many years Red Bull have been complaining that the cost of running 2 teams in F1 for the reward of no championships was too great to continue. The puppet masters of F1 had already seen the grid of 26 cars drop down to 20 due to spiralling costs, especially once major car manufacturers started running factory teams. The thought of the grid dropping down to 16 cars would have been too much to bear and may have ended F1 as global spectacle, so it was a risk they were not prepared to take. Now that Liberty Media oversee the commercial side of F1 having paid £billions to Bernie, the need to grow F1 and tap into the US market was no doubt a powerful influence.

But could Masi and the FIA have done things differently to make it a fairer ending? Well yes they could. As has happened previously this season and others before it,

they could have put out the red flag and stopped the race. This would still have meant that the cars between Max & Lewis would have been removed but crucially Lewis would have also been able to put on fresh tyres. This would mean that the last 4 laps would be a race to the finish with both cars on fresh rubber in a fair fight to decide the Championship. The fact that they chose not to do this and removed only the cars between Max & Lewis for 1 final lap reeks of manipulation.

There are all sorts of noises now about overhauling the system to ensure it can't happen again etc, etc but history has proven that Politics & F1 are never far apart. If it wasn't this it would have been something else and I don't see controversies being eliminated in the future. It's a sad end to what should have been a fascinating and exciting Championship.

So what of the BPMC Fantasy F1 Championship. Well your final podium are: -

1. Martyn Davis
2. Sam Thompson
3. Dick Craddy

Martyn played a blinder in putting his trust in Ferrari after a disastrous season for them the previous year and was the only person to do so. Sam Thompson once again came close after being pipped at the last race by Simon Moss last year. Finally, Dick Craddy has proved that experience counts in picking a team worthy of the podium. All of this leaves me in 4th place just off the podium and still in search of my 4th Championship.

The wooden spoon goes to Michael Griffiths, and Ralph Colmar has gone back to his old ways of picking a team of donkeys despite my "encouragement" and only finished 5 places above Michael. A notable improvement from Andrew Moss this year who, from finishing bottom last year, has this year settled for mid table mediocrity. He was still beaten by his son Simon though which I'm sure will be mentioned at some point.

The season for 2022 kicks off again mid-March and your runners and riders will once again be available for selection. For those looking to improve, be sure to go back through your back issues of Backfire and look for the article I wrote a few years ago Fantasy F1 – What's the Secret? You will find tips & hints on how to choose your team for the maximum points tally. Be sure to get your entries in before the first race of the season!

Ken Robson

Automated Membership System

The system allows 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 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.

2022 Provisional Events Calendar Further Dates Coming Soon

Sunday 27th March	Breakfast Meet	
Sunday 24th April	Cross Trophy Trial	Dundry
Sunday May 29th	ACE Classic Tour / Breakfast Meet	
Sunday 12th June	Jet Age Visit	
Saturday 25th June	Llandow Sprint	Llandow
Saturday 30th July	75th Anniversary and Trackday	Castle Combe
Saturday 15th October	Pegasus Sprint	Castle Combe

2022 Event Invitations

The club has been invited to the following events

Friday 25th March	Tavern Spring Navigation Scatter https://bristolpegasus.com/events/spring-scatter-2022
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We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

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



Delayed from 2020, the Bristol Pegasus Motor Club will now hold its 75th anniversary celebrations at Castle Combe Circuit on

Saturday 30th July 2022

in conjunction with the 40th running of the club's annual

Castle Combe Track Day

The event will celebrate over 75 years of motorsport activities of the Bristol Pegasus Motor Club (previously known as the Bristol Aeroplane Company Motor Club) and its predecessor the Bristol Aeroplane Company Motor Sports Club, including:

- The Filton Sprint and the origination of 500cc Formula 3 in 1945
 - Over 55 years of the Cross Trophy Trial
- 45 continuous years of sprint organisation (Wroughton, Colerne, Sparkford, Castle Combe, Hullavington & Llandow)
 - 40 years of track days at Castle Combe
- Over 30 years of the Pegasus Sprint at Castle Combe

In addition to the usual track day there will be:

- a display in the paddock of the classic and competition cars of club members and special invited guests
 - lunchtime track parade sessions for members & guests
- mid-afternoon fast track laps of competition cars (by invitation)

And on Saturday evening:
Food & beverages (possibly a hog roast)

On-site camping will be available Friday & Saturday nights (must be pre-booked)

Further information will be released when details have been finalised.

To register an interest in attending/displaying a car Club members should e-mail:

nickswood@hotmail.com

General information on the Track Day can be found at:
www.bristolpegasus.com/castle-combe-track-and-tuition-day

Club website: www.bristolpegasus.com

Event remains subject to any Government guidance regarding Covid-19