

Backfire

Bristol Pegasus Motor Club Magazine



January 2015

**Member Brian Davage set a class record in the Mini at the Pegasus Sprint
Photo by Scott Boulton**

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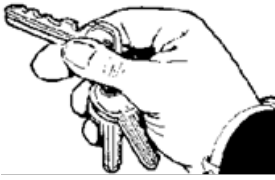
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2015 Events Calendar

Chairman's Chat

By Andy Moss



As always part of the Chairman's job at the AGM is to review the club activities, and I was pleased that I could report on a very full and rewarding years events. Lets hope that 2015 brings as much success and enjoyment for all club members.

Among the many trophies awarded on the night were a couple of special awards. The Kieron Winter Trophy this year was awarded to Bob Hart. Bob served on the club committee for 29 years in roles including Backfire Editor, Secretary and Chairman. He is currently well known to many members in his role both as one of our vice presidents, but also as a very experienced clerk of course at both Colerne and Castle Combe. Bob was a very worthy recipient of the Trophy and it was excellent to be able to recognise the huge contribution he has made to the club over many years.

We also presented the Committee Rose Bowl to Duncan Pittaway. It was nice to be able to honour a member who has shown a commitment and passion for competing in all forms of motorsport. Duncan is a regular competitor in Hill climbs, Trials and Circuit Racing in some incredible vintage machinery, which he often drives hundreds of miles to events. He always has time to talk cars and even those who are not "petrol heads" cannot fail to be inspired by his enthusiasm. This year he has achieved an ambition that has taken many years of effort. Those who have seen the video of his latest vehicle coming back to life can understand the reason for all this hard work.

During his time as a club member he has provided much assistance to the club, not only has he given us a fascinating club night talk, but he has welcomed us at his home for the last ten years, where he has allowed us to run our annual trial. We have frequently been invited to look around his garage at the end of the day, and have enjoyed these impromptu tours.

The clubmans Championship was won this year by Chris Thompson, with Alan Spencer in second place and myself third. We also awarded our Speed Championship for the second year, and it was great to see new committee member Dave Foster take the honours in this, with Pete Goodman second and Mark Everett third. The Marshals Trophy was won by Tim Murray, with Chris Thompson and Nick Wood in joint second places.

Our final 2014 event was the annual post Christmas social gathering. This year we visited a new venue and were made very welcome at the Black Horse in Clapton-in-Gordano, it is nice to get the club to different parts of our area – if you have a suggestion for a good pub we should visit in 2015 let us know !

Looking forward to next year, the first draft calendar of events for 2015 is included on the inside back cover of this months Backfire. Our Castle Combe dates are now confirmed as the 22nd of August for the Track Day and the 24th of October for the

Pegasus Sprint – changes to the calendar at Combe has meant they were a little later than normal confirming everything, but we are very pleased with the dates we have been allocated. As we go to press there is also some potential news regarding sprint venues, and whilst it too early to give any firm information, we are working hard to find a new venue for an event in 2015.

Having had a nice break over Christmas, I am writing this the before I return to work. This is made a little easier by having the Exeter Trial to look forward to on the 9th and 10th of January. The Marlin is ready to go, having sorted out the rear spring problem it suffered on the Allen Trial. At the moment the weather forecast is not looking too bad for this overnight event – a full report of how it goes will be in next months Backfire.

Finally, a reminder that if your membership is due for renewal, it is time to send your form to Bob Bull or to renew online. Membership fees remain just £10 if you receive your magazine by electronic download, or if you prefer a printed copy that option is available at small additional fee to cover the costs involved. We believe our membership fee is still one of the lowest for any car club, and we hope you find it good value – don't forget membership for your partner is also free, so why not take the opportunity to request a free membership card for them as well ? With a wide range of social events planned for next year as well as the competitive events, I am sure there will be something of interest to all.

Editorial

Happy New Year, editing this month's issue of Backfire just had a little time to reflect on what a marvelous year 2014 was.

I'd like to thank Alan Spencer, Dave Cooper and Tim Murray for occupying my passenger seat on various events, to everyone who played a part in organising and participating in the busy Pegasus schedule and of course to everyone who contributes time, effort and content towards keeping Backfire on the road.

Looking forward to taking part in Dick Craddy's navigation exercise at the end of the month and have just booked the mini bus for Race Retro.

Hopefully before the month is out I'll have made a first drive round the course of the summer treasure hunt.

I hope you will all find at least a couple of events in our calendar, see inside back cover, to take part in during 2015 and I shall look forward to seeing you there.

Wishing you and yours a safe month's motoring.

Ralph Colmar



Club Night Venue

Our regular venue is -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG



We normally meet in **Room 7** or **Room 4**. Room 7 has excellent views of the sports field as well as parking visible from within the room. Room 4 is slightly larger and can accommodate more people. Most meetings start at 8.30pm, although our AGM and guest speaker nights start a little earlier at 8pm. **Check Backfire for details each month.**

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

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



**Note : Next BPMC meeting at BAWA is on Mon 9th February
7:30 for 8pm Start ! Meeting will be in Room 7**

Forthcoming Events

Important : Please note there will be no January club night meeting so our first BAWA meeting for 2015 is in February

Navigation Exercise - Friday the 23rd January



Once again you are invited to enter the 'traditional' January Navigation Exercise that will return to the ground just to the west of the River Wye valley. I am pleased to confirm that a further ingenuity has produced yet another challenging route.

The signing on will be in the car park behind Tintern Abbey located at map reference 162/534 001 on the A466. The required map will be OS 1:50,000 numbers 162 Route cards will be handed out at 7.20pm prior to the start time of 7.30pm.

Beginners, Novice and Expert route cards will be available. Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested.

Dick Craddy, the organiser, will be pleased to help should you require further assistance. Dick can be contacted on 01454 414842, 07776 202 663 or craddy@old-down.freeserve.co.uk

February Club Night - Guest Speaker Julian Bronson Monday 9th February - BAWA Room 7 - 8pm start to talk

We are very pleased to welcome Julian Bronson as our guest speaker at our February Club Night

Julian is well known in local motorsport circles, those of you who visited the Autumn Classic will have seen him driving his Scarb Historic F1 Car and will have seen his Riley "Blue Streak" on the club stand.

He has raced many historic vehicles including the famous ERA R4D which he drove to victory in the Monaco Historic Grand Prix.

We will meet in room 7 at BAWA, get your drinks in the bar from 7.30pm for an 8pm start to talk itself.



Deadline for Next Backfire: 21st January 2015

We are looking for members' contributions to Backfire

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

Membership Renewals

We remind members who renew in December to please emphasise accuracy when completing online forms or PRINT when completing handwritten forms.

Membership is free for the first year and existing members will receive a £10 voucher redeemable against entries in Club events when renewals are paid.

Finally new memberships run from October to December of the following year, so if you joined us in October 2014 you will not have to renew until December 2015.

Invitations

Bath Motor Club Festival Rally - February 7/8th 2015

The organisers have made a big effort this year to make the 2015 Bath Motor Club Festival Rally the best yet. The rally will consist of 4 tests and around 100 miles of good Somerset lanes complete with various concrete farm roads to make life interesting.

New to this year is the opportunity to have your entry fee refunded at the finish. If you are present at the prize giving and your number is drawn out of the hat, you will receive your entry fee back.

For details go to www.bathmotorclub.co.uk and click 'events' and then 'Festival' or phone clerk of the course Dave Whittock on 07785 352852 for details.

Space Wanted

I own and run a Peugeot 205 gti which I use for various track days and some sprints and track days.

I have a BMW concours winning car tucked up in my garage and am in need of some safe and secure workshop or garage space possibly kindly loaned!!!! or rented to me so that I can carry out some work on my project 205 mi16 over the winter months that will include fitting an oil cooler, polycarb windows, alloy fully adjustable top strut mountings and a thicker rear anti rollbar, ideally the space I am looking for would really need some electric.

Depending on the situation in return I would be willing to give some technical advice as i have been in the motor trade since 13 years old working my way up to senior Technician with Peugeot, plus building and running many successful Rally, Sprint and Race cars along the way.

REGARDS ADRIAN . TEL 07768 011117 OR E MAIL adrian.meredith@virgin.net

Pegasus Motor Club

Chairman's Review of the Year - 2014

Club Nights

2014 was our third year at BAWA. Club Nights have been well supported - much of the credit for this can go to our Social Secretary Nick Wood who continues to organise a varied program of activities. In March we had a visit from Mike Marsden who gave us a talk on The Schneider Trophy Air Races this was followed in April by David Render who returned following his popular first talk. This time David told us about commanding a troop of three Sherman tanks during the second world war – a fascinating evening. In November Les Rawlins gave us a very entertaining talk including stories of the early 70's at Combe, as well as telling us of the work to keep the on track activities running smoothly.



Social Events

In May the club attended the excellent Caring with Cars event on one of the sunniest days of the year. Around 12 Pegasus cars met up to drive to the event together. It was pleasing to see a good turnout of club members. Money raised at this event went to the Children's Hospice South West - a very worthy cause.

ACE Classic Tour

In early June we teamed up with the ACE group again for our Tour for Classic and Sports Cars which visited to Wiltshire. We had an entry of around 35 Cars. The weather was superb and we enjoyed a relaxing Lunch time stop at Caen Locks. The event raised money for Prostate cancer charities.



Redhill Village Hall

For our summer club night we visited Redhill Village Hall in June. There was an Excellent turnout of cars and the venue organised a BBQ for us. To liven things up we organised a Blindfold Driving Test which was won by Spence. We plan to repeat this again in the summer, hopefully we will get as many cars again, as we had a really good Night. Thanks to Nick Wood for

organising.

Evening Touring Assembly

In July we had a summer evening short tour which started from BAWA Leisure Centre and finished at the White Hart at Littleton on Severn. Martin Emsley organised but had to work on the day. Good weather encouraged a few open top cars. An excellent event which finished with a very good social gathering at the finish pub. Many thanks to Martin for organising.



July - Frenchay Car Show

We again visited the Frenchay Car Show in July. It was a very wet day to start with but the weather improved late in the day.



Avenue Drivers Meetings

Club members have enjoyed these Sunday morning breakfast meetings, which are held once per month throughout the year. There is always an excellent atmosphere in Queens Square and as well as some good company the bacon rolls were most enjoyable.

Bloodhound Land Speed Record Car Visit

In September we had a Club Evening Trip to the Bloodhound Land Speed Record Car that is being built in Avonmouth. We took a party of 60 people, 45 from Pegasus and 15 from the Institute of Advanced Motorists who joined us for the event. An excellent evening comprising both a talk and tour. With attendees paying £10 each we donated £600 to the project.



Mini Factory Visit

In October we had a club trip to the Mini Factory which was one of the highlights of the year. 30 members signed up for this sold out trip. We saw 1300 robots in action in the huge body plant. Barry Williams took his historic mini rally car along and we gathered for a picture with his car.

Classic Car Show Club Trip

We again went to the Classic Car show at the NEC. The club had a Minibus and as usual we stopped for a meal on the way home. Thanks to Ralph Colmar for driving bus and Tim Murray for arranging the Pub.



Competitions

January Navigation Events

Dick Craddy organised our annual trip across the Severn Bridge. Better weather meant the event returned to January. Eight crews entered an excellent event. The 2015 event is on Friday 23rd. As always there will be lots of help and a beginners paper available for those who want to give it a try for the first time.



Cross Trophy Car Trial - Dundry

Our April trial had 24 entries. It was a wet and muddy day, but still a lot of fun. The trial was an ASWMC and CMSG championship round. Tim Murray was secretary, with Mal Allen again being Clerk of Course. Donny Allen, Pete Goodman and Liz Moss did a great job of marshalling. As always we would also like to thank Duncan for the use of his field.

May Llandow Sprint

We joined forces with BMC to run our May Llandow Sprint. We received 90 entries and ran 83 on the day. The event was a round of the ASWMC and WAMC championships. The day went smoothly and the feedback from the competitors was positive. The event will run again on the 9th of May 2015.



Treasure Hunts

Our first treasure hunt of the year in May was organised by Bob Bull. Six cars and their crews took part on a dry evening ending at Chipping Sodbury. Ralph managed to drive and navigate – an excellent effort. Alan Spencer and Tim Murray won, and we were pleased to have two new crews out.

The July treasure hunt was organised by Ralph with help from Tim Murray. The event was on a Sunday morning. We could have done with a few more entries. Some made a long journey to join in the fun. There will be a Sunday morning event next year - Please come out and support it!

Track Day - Castle Combe

Our Castle Combe Track Day returned to August. The event was again a sell out and we had good support once again from the Mini Cooper Register. The event was Safe, Enjoyable and Sunny! Thanks to Tim Murray and Ralph Colmar who did an excellent job helping organise. The



2015 event date has just been confirmed - we will be returning on Saturday 22nd of August.



Autotest

We were pleased to return to Rolls-Royce for some Gymkhana style driving tests. Alan Spencer was Clerk of Course and Tim Murray Secretary. For many years we ran Autotest events at Rolls, but the redevelopment at the site ended these. It was nine years since our last Rolls Royce event so it was really good to be back thanks to the efforts of Pete Goodman who got permission for us to run an event.

The event went well and we hope to return with an Autosolo style event in 2015.

Pegasus Sprint Castle Combe

The Pegasus Sprint at Castle Combe concluded our season.

Nick Wood was Clerk with Bob Hart deputy and Chris Thompson Assistant Clerk. Tim Murray was in control and Cherry Robinson Chief Marshal. Cherry & Nick did a great job recruiting marshals.

The event used the same format as in 2013 which comprised a Full Lap with two timed runs and two separate one lap practices.

We had a full entry – unfortunately this meant we had to turn competitors away. We received 125 entries but could only accommodate 100.



The track was damp in the morning but gradually improved during the day. The event ran very smoothly and we managed an early finish. A special mention must go to Mal Allen and crew on startline. Dick Craddy did an excellent job as Secretary and Dave Bence did a great job handling entries. The secretarial team was completed by Donny Allen who helped with secretarial duties on the day. Lots of people were involved in organising

and running the event - Thanks to all and sorry to those I have not mentioned.

Classic Trials

Malcolm Allen, Pete Hart, Alan Spencer, Duncan Pittaway, Chris Thompson and Andy Moss have been out on the hills. Club members have also been in the



passenger seat including Donny Allen, Carly Hart, Nick Wood, Richard Reynolds and Cherry Robinson.

The club joined the Association of Classic Trials Clubs (ACTC) which means our members will be able to compete in ACTC events. Mal Allen and Chris Thompson volunteered to be the clubs representatives and we hope we will be able to get involved with helping to organise events in the future.



Castle Combe Autumn Classic

Pete Stowe suggested we get involved in the Autumn Classic race meeting at Castle Combe which this year included 500cc historic cars a formula originally devised by Bristol Aeroplane Company Motor Sports Club, in Filton. This club would later become the BAC Motor Club, which later became Pegasus Motor Club.

We awarded our historic “BACMSC Challenge Trophy” to the 500 race Winner. Nick Wood did an excellent job organising a club display of pre 1970 cars. Star of the stand was Julian Bronson’s 1937 Riley Blue Streak. Nick had to learn to drive it very quickly in a crowded paddock. Tony Castle Miller brought three superb Fiats – the Lotus Twin Cam engined Tornado, a rare OT Coupe and a superb 695 Abarth. Bill Farrow brought his Mk1 850 Fiat Coupe. We were lucky to have the newly restored Gordon Keeble of Phil Jones and Greg Smith brought his Mk2 Cortina. Dave Foster had his competition Mini Cooper and the lineup was completed by two early Rovers and excellent examples of the MGA and MGB

Club Championships

Clubmans and Marshals Championships

42 members scored points in the Clubman’s Championship. 36 members scored points in the Marshal’s Championship. The Clubmans was slightly down on previous years but there were more scoring in the marshals championship.

Speed Championship

2014 was the second year we have run the Pegasus Open Speed Championship that gives members the freedom to choose their own events. Members entering any non-race speed event can register and claim points for the events entered during the year. The number of qualifying events was kept low with the best six event scores. You can also score points for marshalling one event. Cherry Robinson was once again the championship Co-ordinator. We will run this again in 2015



Membership

Membership numbers were up on 2013. The improvement was due in part to promotional offers on first year membership. Thanks to Bob Bull for all his hard work maintaining the membership records and dealing with new members. Renewal forms will be out in the coming weeks.

Fantasy Formula One

Our Fantasy Formula one championship is now in its 19th year and remains very popular having attracted an excellent 43 entries in 2014. Things were close at the top. Mike Marsden won, 2nd place went to Mark Elvin and 3rd went to Tim Murray.

Backfire

Ralph Colmar continued as editor this year. Thanks to those who sent in Articles, please continue to send them ! Regular features have included Event information, reports and photos, Fantasy F1 and Club Championship updates and Remember When. Articles included Classic Le Mans, Dave Cooper's Motorsport Stories, a report on the MGCC Mendip Trial and Circuit De Bretagne by Chris Varey



Website and Social Media

Richard Reynolds is doing an excellent job with the website. The Online membership system allows people to renew or join on the web. Richard is very keen to keep the site up to date and add to it. If you have any ideas for new items, please let him know. We are also on Facebook and Twitter and intend to

expand the use of these – we have recently added a Facebook group.

Charity

We have continued to support Wiltshire Air Ambulance. There was no Charity Karting this year – we hope to have an event next year.



The ACE Classic tour raised money for Prostate Cancer Charities. We are looking for a volunteer Charity Co-ordinator to join the committee.

Obituaries - Sadly No Longer With Us

We lost long standing member Gerry Bath in 2014. Gerry passed away in June after a short illness. He was one of the Club's longest serving members having joined the club in 1955. He was on the Committee from 1973 to 1986, and Treasurer from 1973 to 1976. Gerry served an apprenticeship with the main Ford agent in Bath and later was a draughtsman at the Bristol Aeroplane Company

where he worked on the engine air intake of Concorde. Gerry was an avid special builder and enjoyed racing his 750 Formula Car. We have contributed to a tree to be planted at Prescott hill climb in his memory.

Committee

We are always looking for people to get involved. If you are interested please feel free to have a chat. We were pleased to be joined by Dave Foster in 2014. Pete Goodman has joined for the committee for 2015 – it is excellent to welcome a long standing member and we are sure Pete will bring much to the committee

Thanks go to all the Committee - all are standing again next year. Chris Thompson is standing down as Competition Secretary, he will continue on the committee as Equipment Officer. All the committee members give time to the Club which enables us to run our varied mix of events, both social and sporting. We are also lucky to have two active Vice Presidents in Bob Hart and Dick Craddy. Thanks to all who have helped running events this year. Sorry to anyone I have missed !!

The Future - Our aims for 2015 and beyond

We hope to continue to offer a strong mix of Competitive and Social Events as well as to look at new venues and new events During 2015 we aim to further promote the club and grow the active membership and as part of this we hope to improve our Social Media Presence. We hope to encourage people to compete and marshal, as well as getting more people involved in running events – there are plenty of chances to get involved not just on the committee. The full 2015 calendar will be announced in coming weeks

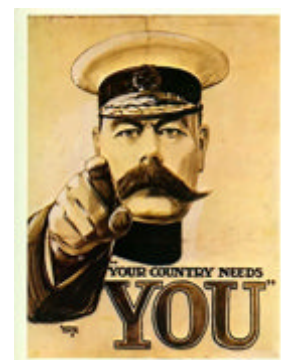
Finally

I would like to finish my report by sending Best Wishes to you and your families for the New Year. We look forward to seeing you at one of the club events either sporting or social in 2015.

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

- [Get involved](#)
- [Be close to the action](#)
- [Meet Other Club Members](#)
- [No experience required](#)



2014 AGM and Prizegiving - Photos by Martin Baker



Bob Hart receives Kieron Winter Trophy



Committee Rose Bowl - Duncan Pittaway



Clubmans winner Chris Thompson



Alan Spencer 2nd Clubmans



Andy Moss 3rd in Clubmans



Pete Goodman Speed Runner Up



Tim Murray Marshals Champion



Nick Wood Runner Up Marshals

2014 AGM and Prizegiving - Photos by Martin Baker



Bob Presents Gymkhana Prize



Lllandow Sprint Best BPMC Martin Watts



Cross Trophy Trial Prize Winner



Spence and Ralph Colmar - Nav-Ex Novice



Martyn & Katie Davies - Navigation Exercise



Mal Allen - Crumpled Cup Winner



ACE Presentation to Bristol Urological Institute



Tony Joiner presents to Prostate Cancer UK

2014 Clubman's Championship - Winners

Results Prepared By Chris Thompson

POSITION	ENTRANT	POINTS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Chris Thompson	22.9	6	Yes
2	Alan Spencer	19.0	5	Yes
3	Andy Moss	15.1	5	Yes

2014 Marshal's Championship - Winners

Results Prepared By Chris Thompson

POSITION	ENTRANT	POINTS SCORED	NUMBER OF EVENTS
1	Tim Murray	15	6
2	Chris Thompson	11	4
2	Nick Wood	11	4

The Marshal's Trophy was presented to Tim Murray for the highest score based on organising and marshalling competitive events. Well done Tim and to all members that marshalled and organised events in 2014, without your help we would not have been able to put on so many great events.

2014 Pegasus Speed Championship - Winners

Results Prepared By Cherry Robinson

Position	Name	Total Point	No: of Events
1	Dave Foster	32.90	6
2	Pete Goodman	26.75	6
3	Mark Everett	26.05	5

2014 Pegasus Fantasy Formula One - Winners

Results Prepared by Andy Moss

Pos	Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Points
1	Mike Marsden	Massa	Rosberg	Mercedes	Williams	Williams	830
2	Mark Elvin	Bottas	Rosberg	India	Williams	Mercedes	745
3	Tim Murray	Alonso	Perez	Mercedes	Williams	Williams	728

The final positions following the last race of the year. Mike Marsden stays top and is our 2014 Fantasy F1 champion - Well done. Congratulations are also due to Mark Elvin and Tim Murray who made the competition tight at the top. Thanks to all entrants - with the season starting again in March it won't be long before you will have to choose your teams and drivers all over again !

The 2015 Pegasus Open Speed Championship



Following the introduction of this championship in 2013 we hope as many members as possible will register this year and claim points in the club's own speed championship.

Members entering **any non-race speed event** can register for this and claim points for the events they enter during 2015. Each month we will keep you up to date with the latest positions in Backfire, and we hope some of the entrants may report on the events they have entered and send in pictures of their exploits.

This is an internal closed to club challenge and there will not be a fixed calendar of events, you can claim points for any speed event you enter including our own events. We will provide you with information in Backfire about the many events the club gets invited to during the year to give you a few ideas of what you could enter. We will also be trying to add to the events club members are invited to during 2015 to give you plenty of opportunities to get out and compete.

Registration - Competitors must register for the championship by contacting the championship co-ordinator. Speed Championship stickers will be issued which should be displayed on your car during events.

Number of Qualifying events - Your best six event scores submitted during the 2015 season will count. The closing date for points to be claimed is the 1st of November 2015. To claim points mail a copy of the event results to the championship co-ordinator.

Competitors Points Points are awarded according to the formula

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class.
- Non finishers will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).

Marshalling Credit

Entrants may make a single claim of 5 points for marshalling or organising at a Speed event. Such an event will be classed as one of the competitors 6 events.

Awards The top three entrants will receive awards. Ties will be decided by the most 1st place positions, followed by most 2nd place and so on.

Officials

Championship co-ordinator: Cherry Robinson email: cherryzrobinson@hotmail.com
Championship Stewards: The Club Vice Presidents

2015 Club Championships

Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.
Points are awarded according to the formula.

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.
- Points will no longer be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

Marshals Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 points will be awarded for setting up an event on the day before an event

- Event organisers points will be awarded to those who organise any club event including non-competitive events including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers control, points will still be awarded.

Championship Officials Co-ordinator: TBC, Stewards: The Club Vice Presidents

2014 Pegasus Sprint Photos By Scott Boulton

Visit Scott's website www.jackflashphotography.co.uk for more pictures



For our February Club Night we are very lucky to be able to welcome Julian Bronson as our guest speaker

To give you an idea of what we can look forward to we have reprinted the article below by Martin Emsley which was first published in Backfire in 2012

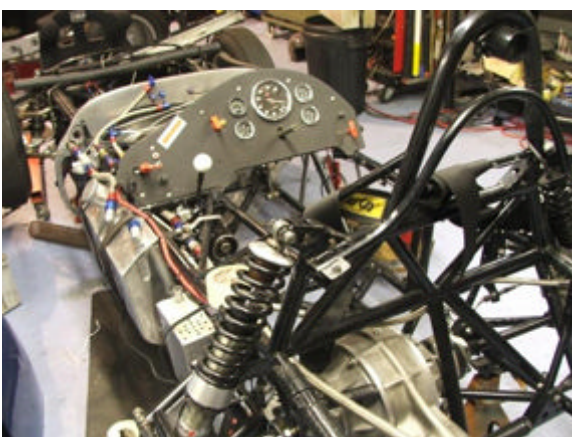


Julian Bronson

Julian Bronson & Martin Emsley

A handful of us were most fortunate to be guests during March of Julian Bronson at his workshop in Bristol.

This is Scarab F1, America's first grand prix car and the last front-engined GP car from 1960. This was built by Lance Reventlow; only son of Woolworth heiress Barbara Hutton. Whilst he had mega money he went down some very strange blind alleys; they didn't get the engine quite right, because the Mercedes GP cars had desmodromic valve operation he decided to do the same; it is a great thing but just not necessary, had he gone with a 2.5 litre Offenhauser 4 valves per cylinder, high compression fixed head, 280 / 290 hp would have been achievable no problem which would have put it right in the ball park. It was too late anyway because he messed around trying to develop their own drum brakes based upon aircraft technology using balloons and he experimented with automatic transmission and all this took time; finally it was about 2 years too late, when it came out it rear-engined cars were the thing to have.



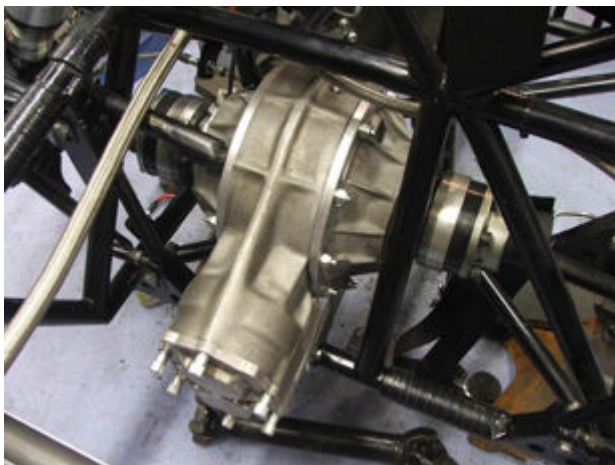
It is beautifully made, just fabulous, Colin Chapman designed the suspension, looking at the rear you can see the relationship to Lotus 12 & 16, the chassis is beautifully made by Troutman & Barnes the quality of the tubework is just fabulous. It has a Halibrand transaxle and a Chevy T10 gearbox, they did experiment with a 2 speed rear end. I bought it direct from Donington because I always wanted a front engined GP car and I had been after one for a while; would love a Maserati 250F but genuine

ones are out of my league.

At the time I was negotiating for a Cameron Millar Maserati 250F when friend Joe Twyman said why don't you buy the Scarab? Don Orosco is the only one with Scarabs; a genuine one and a replica, I was not even aware that there was one at Donington. That was on Friday so we went up there on the Sunday and I bought it on the spot, mind you I didn't have the money but they know me there and Rick

Hall who handles the sales gave me 3 months to pay so I sold my McLaren M1B to fund the project. Quite unique it has the original bodywork, you see it has never been raced. It was the spare car and they never used it, they only did 5/6 GPs anyway it just didn't work. Lance Reventlow also made the sports car and to many people they are the ultimate front engined sports racers, they made 3 of them and they won everything and he thought they would do the same with the GP cars, come over to Europe and blow us into the weeds but he got a real big shock so he went home took the cars and retired. So this is a real iconic car, today our historic races are split front / rear engined cars so as the last this is as fast a front engined GP car as you will get, once we get it sorted.

At Goodwood we had not tested it, we were messed about by the Americans as we bought 2 engines, one was 6 months late arrived end of August, got it installed and running for mid-September but the thing that got us at Goodwood was muck in the tank which blocked the filter yet we had cleaned it 3 times! It was running lovely, been on dyno, saw 250hp which can do the business. What is amazing is the bodywork has never been touched and all the artwork was done by 'Von Dutch' all the pinstriping everything, too valuable to risk so we got a replica made and the guy who painted this used 'Von Dutch' brushes! The original is in storage and is worth a fortune. The car was expensive but not relative to cars of this type, was for sale for 6 months, surprised there was no American interest in it.



My second engine is still not delivered and is now 12 months late, being done by an ex-Traco man very good but very slow. We have gone for Koni shock absorbers, quick change rear end; on this the differential is the other way so you can easily swop the drop gears to change the final drive ratio, it is pre-war technology. A Maserati 250F transaxle is about whilst £50/60k whilst the Halibrand is \$3000 as they make thousands of them, this one is a genuine Halibrand. I

have driven a 250F and they are just fabulous you can slide them and I drove a Camoradi Maserati 'Birdcage' last year at Spa and that is just awesome.

The reason the engine failed is the way the oil collection is at the bottom of engine, no windage tray, at revs the crank spins the oil leading to little oil being picked up and it getting aerated! So we have developed an improved sump plate. The Goodwood engine is now being done at Flax Bourton. Chassis number (3) is stamped all over the place; on rollhoop, diff, bodywork, everywhere. No instruments when I bought it but sourcing original Smiths clocks. In the end Lance

threw his hands in the air and went and bought some Girling discs! So we can run them instead of the troublesome drums. We hope to test at end of April.

This is ERA R4D with the 'Porsche' front suspension, just about the most famous race car in the world. I only drive it at Monaco and won my race 2 and 4 years ago. It is very special, very quick. I did the fastest lap at Monaco in a pre-war car a few years ago. It does not handle anywhere as nicely as a 'B' type because of the front suspension. It was done because of the bumpy tracks but of course today the tracks are so much smoother.

When you look at the provenance, list of events, and drivers it is just unbelievable. You get roll oversteer, this chassis was made just post-war by Thompson and Taylor who made the original and this was of course Raymond Mays own car. When the works stopped he was given this one, which he raced, and hill climbed, and of course it is the most developed of the ERAs. When you sit in it, I have no padding so to sit low; your legs go either side of the supercharger! This is engine is giving just over 300hp and car weighs about 700kg so it is quick, running on methanol, a very special car and I am very lucky Mac Hulbert, the owner, allows me to drive it, I control the rebuild here every 2 years. This will be my last time at Monaco, hopefully I can win and make it a hat trick, but it is very expensive entry £4,000 for a half hour race. Sorry it is not all together.



Over against the bench is the spare axle for R4D we use the lower ratio for Monaco to use second around the hairpins. I won Monaco in 2002 in Donald Day's green ERA; being the first one I drove. Here is the old bulkhead which is terrible; can guarantee Raymond Mays never sat behind it. This was at end of days so I have had a new one made.

This is my old Corvette which got smashed up at Barcelona last year, we had an engine problem, under waved yellows someone came around at racing speeds spun on the oil and took the front end off. It is nearly done now engine running, wiring to do, 580hp & 510ftlbs torque at 4500rpm from 427ci. There were a few things done with body off, new roll cage build by same guy who develops Safety Devices cages! He is a master; it is a work of art the way it fits. We could have made a cage but it would not have been as nice, the car is fibreglass so it goes through and is attached to the chassis. Not concours but a good tool and about the quickest Corvette in the country; we have got it handling nicely, may run it at



Silverstone Classic this year and take the Cobras on, problem is it is 1300kg and Cobras are 1000, very stiff and tweaked up. The only thing we don't do here is the engines.

This a tyre lathe for trueing and shaving tyres, I bought it in Minnesota, cost \$1500! Normally they are £7000. There is the blade, the tyre spins on wheel and blade shaves off the rubber. If you are running a very powerful car the tread on a new tyre is too deep; tread moving generates heat so on a new tyre we remove a third of the tread, this does two things it trues the tyre tread and removes curvature, by reducing tread makes it quicker. It was worth getting as we get through a lot of tyres, other people have used it so it makes sense.

The Riley was my first historic competition car pre-war sports car, it holds lots of hill climb records, still has original crank and weighs a ton. It managed standing quarter in 13.9secs at Douglas, Isle of Man, when damp and cold,. About the quickest pre-war car it has taken lots of records taken off Alfa Monzas, I have done lots of tours in it; luggage on back off we go all across Europe will cruise all day long at 80-85mph and has better power to weight than a Sierra Cosworth! Around Combe on Stroke Day a Cosworth was getting in our way, this is quick. It is well-used; trialled, also Longleat Stages where we were 10th overall! Thought about selling it last year to buy an XK120, but my wife put



me off, it will be staying for a long time yet. Normally on 19" tyres, but fit 16s for hillclimbs but they have a bigger offset. To get the best handling drop an imaginary line down the kingpin centre which should intersect the middle of the tyre on the ground this gives light steering and nice handling and self centering. The wider off-set 16" wheels make the car quicker but miss the intersection making the steering heavy and not so nice to drive, normally on road with 19".

I started Autograss racing in 70's, always wanted to do rallying, my first love so when I got a bit of money ran RS2000, still have one, and did quite well. Then a sponsored Sunbeam, was really doing well then ran out of money, I had to stop for 6 years. Earned a bit more took an Alvis in part exchange for a forklift, did some fun runs, went to Prescott which I thought looked a bit of fun. I fancied a 'special' so went and looked at a Riley Blue Streak it was a bit of a wreck but we built it up and still enjoy it. I have been fortunate enough since then to have owned some interesting cars and driven some super ones for other people.

Many thanks to Julian for his hospitality and a mighty fine evening

BPMC Pin Badges



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

BPMC polo or sweatshirts

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

alanspencer@orange.net 01179 712587

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

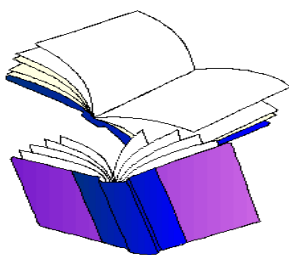


Sweatshirts & polo shirts are available in the following colours and sizes:

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

We are having a new batch of club **car & windscreen stickers** printed details of how to get yours next month.

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Take a look at our events page to see what shows we are attending next year at www.a1autocollectables.co.uk

10% of all sales to motor club members will be donated to Pegasus Motor Club's chosen charity.

2015 Events Calendar

Month	Day	Date	Event	Location
Jan	Fri	23rd	Navigation Event	Plot and follow a route around South Wales
Feb	Mon	9th	Club Night	Speaker Julian Bronson BAWA Room 7 - 8pm
Feb	Fri	20th	Club Trip - Race Retro Show	Club Trip to this show at Stoneleigh
Mar	Mon	9th	Club Night	Our usual mix of speakers and socials BAWA Room 7 - 8pm
Apr	Mon	20th	Club Night	Guest Speaker - more details next month BAWA Room 7 - 8pm
Apr	Sun	26th	Cross Trophy Trial	Our trial at Dundry Most road cars are suitable
May	Sat	9th	Llandow Sprint	We team up with BMC to run our sprint at Llandow Circuit
May	Mon	18th	Treasure Hunt	Evening scenic drive with questions, finish at a good pub - Organiser Bob Bull
May	Sun	31st	ACE Classic and Sports Car Tour	Classic, Sports and Kit Car Charity tour BAWA Start
Jun	Mon	8th	Bring Your Car Night	Short evening scenic tour with finish at a good pub
Jul	Sat	11th	Frenchay Car Show	Gathering of club cars at the Frenchay Museum car show
Jul	Sun	19th	Treasure Hunt	Sunday morning Treasure Hunt finish at a country pub - Organiser Ralph Colmar
Aug	Mon	10th	Evening Car Tour	Short evening scenic tour with finish at a good pub
Aug	Sat	22nd	Castle Combe Track Day	Our own track day at Castle Combe Circuit
Sep	Sun	13th	Autosolo	Driving tests on a smooth tarmac at Rolls-Royce Bristol
Sep	Mon	14th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Oct	Sat	3rd	Castle Combe Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Oct	Mon	12th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Oct	Sat	24th	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Nov	Mon	9th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Nov	Fri	13th	Club Trip - Classic Car Show	Club Trip to this impressive show at the NEC
Dec	Mon	14th	AGM, Buffet and Prize Giving	Our annual Buffet, prize giving and AGM BAWA Room 7 - 8pm
Dec	Mon	28th	Christmas Meeting	Post christmas informal get together

Navigation Exercise - Friday the 23rd January



Start at car park behind Tintern Abbey Map ref. 162/534 001 on the A466. Route cards will be handed out at 7.20pm prior to start at 7.30pm

Required map OS 1:50,000 numbers 162

Beginners, Novice and Expert route cards will be available

Once again you are invited to enter the 'traditional' January Navigation Exercise that will return to the ground just to the west of the River Wye valley.

A new challenging route is promised by the organiser Dick Craddy, who can be contacted on 01454 414842, 07776 202 663 or craddy@old-down.freemove.co.uk
Bridge tolls will be reimbursed - a receipt is requested

February Club Night - Guest Speaker Julian Bronson Monday 9th February - BAWA Room 7 - 8pm start to talk

We are very pleased to welcome Julian Bronson as our guest speaker at our February Club Night

Julian is well known in local motorsport

Those of you who visited the Autumn Classic will have seen him driving his Scarb Historic F1 Car and will have seen his Riley "Blue Streak" on the club stand



Julian has raced all sorts of historic vehicles including the famous ERA R4D which he drove to victory in the Monaco Historic Grand Prix Meeting.

Race Retro Pegasus Club Trip - Friday 20th February

Once again the club will have a mini-bus. We will be stopping for food and/or refreshment at a very excellent hostelry on the return journey.

We will again endeavour to obtain a group-booking discount.

To reserve your seat NOW e-mail Ralph backfire@bristolpegasus.com

