

# Backfire

**Bristol Pegasus Motor Club Magazine**



**March 2016**

**A past club trial at Dundry - this years event is on April 10th**

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## Chairman's Chat

By Andy Moss

February has been a month of planning the spring and summer activities. First we have our Production Car Trial in April. The regs are now available for this. If you haven't had a go at this before it is a fun, low cost event that is suitable for ordinary road cars, so there's no excuse for not having a great afternoon's fun. If you are not entering you are welcome to come along to watch and if you want to get more involved we need a scrutineer to help look over the cars and of course marshals to do the scoring on the hills. A great opportunity to get involved.

Anyone who renewed their membership this year should have received a voucher for £10 off an event entry – you can use this against the cost of entering most of our events, which I think you will agree makes the membership fee a real bargain. If you have not yet renewed please do so as soon as possible.

Things are also coming together nicely for our first sprint of the year at Llandow on the 7th of May. We have held our first planning meeting, entry forms are now available from the club website and quite a few entries have already started coming in. Please get in touch if you can marshal. I am planning to enter Llandow this year, but recent changes to the regulations means the roll bar on my Westfield will need to be replaced. So far the old bar has been removed and thanks to e-bay has been turned into part of the cost of the replacement for which there is a short wait. Hopefully things will come back together in time for the sprint.

Another event which we have started organising is the ACE Tour - this year Martin Emsley and Alan Spencer are planning a new route to the south of Bristol which should be very entertaining. The date for your diary is Sunday the 5th June.

We have also added another event to the Calendar - on the weekend of the 27/28th of May we are once again going drag racing at Shakespeare County Raceway. Sadly this is the last year you will be able to enjoy the venue, as it is another that is falling victim to redevelopment. As well as the opportunity to drive your own car down the famous strip there will be plenty of American V8s and other drag racing machines to enjoy.

For the armchair motorsport enthusiast, our Fantasy F1 contest is now accepting entries. With only a couple of weeks to the start of another F1 season the easiest way to enter is on the website, the system here is very quick and easy to use – it will even do the adding up the cost of your team for you.

If all of this is not enough entries for our ever popular Castle Combe Track Day should opening later in the month - this event remains very popular. A summer Saturday, sensible drivers, plenty of free advice for those who want it from the racing school & club members, lots of space on track and a low price - enter early!

## Editorial

Seems like only two minutes ago I was putting the finishing touches to last month's Backfire, but somewhere in between the blink of an eye a busy February has passed.

In between whizzing up and down the highways and byeways in my Ambulance I have managed to get to several more rallying events on my day's off, first up to Blackpool and Fleetwood for the Legend Fires North West Stages won by Simon Bowen and Richard Robinson in their Subaru and the following week I nipped up to Conwy County for the Cambrian Rally which was won by Luke Francis and John H Roberts in their Mitsubishi.

All this rallying has brought me into close proximity to a car park full of Mk2 Ford Escorts, celebrating their 40th anniversary and to celebrate my birthday I went and saw a couple more at Wimbledon Stadium where Andy Steward driving a Pinto powered Mk2 retained his Classic Hot Rods, London Championship.

In between visiting Conwy County and Wimbledon, Ben Bishop kindly joined me for a trip to Tintern Abbey where we met 17 members of the club for the 40th Anniversary Navigation exercise organised by Dick Craddy.

After initially heading off in completely the wrong direction for ten mins we got our act together to complete just over half of the fabulous course, much to our surprise back at the Tredegar Arms in Shirenewton Dick announced that Ben and I had won by a narrow margin, all credit due to Ben who did all the hard work in the hot seat !

Dick's report and photo's of the event can be found in this issue of Backfire as can more tales from Phil Jones on the joys of owning a Lamborghini and other GT cars, and Chris Varney's story of taking part in three track days the last of which proved to be a tad more expensive than he bargained for.

Congratulations are due to honorary lifetime BPMC member and popular guest speaker David Render who has been invited to receive a National Order of the Legion of Honour at the French embassy next month for his contribution to the war effort as a tank commander.

Unfortunately my blue light training got cancelled last month due to a storm, fortunately it was rescheduled just before we went to press and I'm glad to say I passed the course test.

Perhaps the most important lesson of the week was that no emergency is worth causing creating a further emergency for, so if you want to make way for an emergency vehicle please make sure it is both safe for you and your fellow road users to do so, and make sure any manovre you wish to carry out is legal, if it is not emergency drivers are trained to find an alternative safe way to pass.

"Wishing everyone a safe months motoring. "

**Ralph Colmar**



## Events Calendar

### Monday 14th March - Club Night

For our March Club Night we will have a touring car theme with DVDs of a number of Touring Car events from different eras. Have you any interesting photos from events you have been to or programs from touring car meetings.

### Sunday 10th April - Cross Trophy Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 10th. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. For further details and an entry form visit the club website or contact Event Secretary - Tim Murray 0117 9499449, [secretary@bristolpegasus.com](mailto:secretary@bristolpegasus.com)

**A brilliant fun afternoon with your ordinary road car - Any car is suitable**

### Saturday 7th May - Llandow Sprint

The 2015 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we joined by the MGCC Luffield, the Downton Mini and the Bristol MX5 Championships. Entry details on the club website or contact Andy Moss on 0117 9041841.

**Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded**



### Saturday/Sunday 28th/29th May - Drag Racing

On the weekend of the 27/28th of May we are once again going drag racing at Shakespeare County Raceway. Sadly this is the last year you will be able to enjoy the venue, as it is another that is falling victim to redevelopment. As well as the opportunity to drive your own car down the famous strip there will be plenty of American V8s and other drag racing machines to enjoy.

### Sunday 5th June - Ace Classic and Sports Tour

June the 5th is the date for our ACE Car Tour. The Tour will follow a new route south of Bristol which is being planned by Martin Emsley and Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving. Details later in Backfire or on the website.

## Saturday 20th August - Castle Combe Track Day



## Saturday 22nd October - Castle Combe Pegasus Sprint



## 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 14th of March 8pm start in Room 7**



## Navigation Exercise – Friday 23<sup>rd</sup> January 2015

### Yet another narrow win for a Beginners crew

A very pleasing entry of 9 crews arrived for the start of the 2016 Navigation Exercise held, yet again, in the Wye Valley. Regrettably one crew was a late prior withdrawal. According to Pete Stowe 2016 is the 40th anniversary of our club running Navigation Exercises. The weather was typically dark, overcast with a light drizzle.

It was good to note that Joe Trott and Max Edwards returned after their win in 2015 this time in a customised BMW 3 series. We were pleased to welcome Joe and Andria Gilmour in a 'traditional' Range Rover. This being a very suitable vehicle for a few stretches of road facing the crews. Danny Castleton and Don Neate arrived in a Jaguar XJ8 which was probably a tight fit in some roads. It was good to welcome Martin Baker back to these events, which he dominated for a few years, this time navigating for Pete Goodman. Katie Davies accompanied father Martyn for this annual event which they won a couple of years ago. A really pleasing sight was Mike Dentten's 'classic style' Peugeot 205. Mike was navigated by Max Edwards.

The pre event briefing, held at the start in the car park adjacent to Tintern Abbey, covered the need to act responsibly especially given the concerns regarding competitions on the highway held by the Gwent Police with whom our continuing responsible behaviour has ensured good relations.

The Final Instructions and Beginners, Novice or Expert Route Cards were handed out just prior to the 7.30 start. As usual route plotting was completed in the car park prior to moving off. All cars had departed by 8.20pm.

The 26.5mile route visited places with, now, familiar names; The Cot, Devauden and Newchurch before turning north to Llangwn then heading south to Earlswood, close to Bice Common onto Gaellwyn, Bullyhole Bottom and Itton Common before finishing at the hospitable Tredegar Arms in Shirenewton.

Regrettably Mike and Max had an engine water pipe failure close to Devauden and with regular water top ups returned home to the Somerset Levels around midnight. No lateness penalty points were incurred byth 8 finishing crews and the winners by a small margin were Ralph Colmar and Ben Bishop in a VW Golf. In second place were Pete and Martin and an unsurprising third were Martyn and Katie.

My congratulations to all competitors and my thanks to each of you for supporting this traditional season opener.



| Crew                           | B/N/E Level | Car           | Overall Score | Pos                        | Rank                        |
|--------------------------------|-------------|---------------|---------------|----------------------------|-----------------------------|
| Mike Dentten<br>Max Edwards    | B           | Peugeot 205   | Withdrew      | N/A                        |                             |
| Joe Trott<br>James Robertson   | N           | BMW 3 series  | 90            |                            |                             |
| Jane Gilmour<br>Andria Gilmour | N           | Land Rover    | 45            |                            |                             |
| Bob Bull<br>Alan Spencer       | N           | Mini Cooper S | 80            |                            |                             |
| Danny Castleton<br>Don Neate   | B           | Jaguar XJ8    | 50            |                            |                             |
| Rob Powell<br>Andy Moss        | N           | Ford Focus    | 60            |                            |                             |
| Martyn Davies<br>Katie Davies  | N           | Ford Fiesta   | 120           | 2 <sup>nd</sup><br>overall | 1 <sup>st</sup><br>Novice   |
| Pete Goodman<br>Martin Baker   | E           | Seat Ibiza    | 115           | 3 <sup>rd</sup><br>overall | 1 <sup>st</sup><br>Expert   |
| Ralph Colmar<br>Ben Bishop     | B           | VW Golf       | 125           | 1 <sup>st</sup><br>overall | 1 <sup>st</sup><br>Beginner |



Ben Bishop charts the Beginner Route as Ralph Colmar looks on.



Dick Craddy

## It's an uphill struggle

### Can there be a Welsh Milk Tray man?

Now we are not going to worry too much about the chocolates, more about the bloke in the black roll neck jumper and the probability that he arrives and departs in a throbbing, long legged (steady...) GT machine.

Whilst my absolute favourite classic car – now sadly as attainable as the US Presidency (oh...hang on though...) – is the Lambo Miura, a la Italian job, my favourite category of classic has got to be the big GT, as enjoyed in the 1962 to 1974 era before the fuel crisis killed them off. For a while anyway.

Now I was born in 1964 so by the turn of the decade I was an impressionable boy being fed a diet of Protectors (Jensen Interceptor – S2 I think), Persuaders (Aston DBS 6 dressed to look like a V8), The Baron (Jensen CV8), The Adventurer (Camaro) and, a bit later, the Return of the Saint (Jag XJS with the lovely GKN Kent wheels). Got all the boxed sets. Sad... isn't it?

All this imagery, power and sophistication. Of course, today, a reasonable spec Focus would get there sooner but let's not allow facts and practicality to get in the way of a decent dream.

Apart from my beloved little white Abarth (2002 to 2006), I had never, in my then 45 years, managed to obtain a stylish classic. However, a moment of madness – not on Clapham Common I hasten to add – saw me cut Mrs Jones' garden in half in early 2009. Now I do a fair bit around the house and enjoy a spot of cooking, but gardening is not me. So the poor lady has always done all the mowing. Cutting it in half and reducing her burden seemed like a loving thing to do...

Months later and with all the complexity of building on marshland – so concrete plinths and all that – a fabulous two car garage came to pass. Within weeks I had filled it and then set about creating a 'roof option' by importing a 4 post ramp from the Netherlands, built with help from elder son Lloyd and 'Brian the Builder'. Oh what fun we had setting up the control logic.... Meanwhile, it was a head first plunge to find a GT.

I started with a very practical mind-set. Its Wales....it rains.... I will never take it out unless it's plastic.... big GTs in plastic are not common. It's a Jensen CV8 or a Gordon Keeble. Beyond that a Lotus +2S 130 perhaps. The GK was the clear favourite as the CV8s are virtually all autos and the Lotus was on the small side. I pursued GK Chassis 36, recently restored to completely original (even cross plies and Vinyl interior) in beautiful Wedgewood Blue. It was expensive and I baulked.

GK's had not quite found their feet back then and no one is capable of missing an opportunity quite like me so I let it go. It's in a museum in Germany now. With no other GKs on the market, it then headed towards a mid-70s Aston V8, an Interceptor or a Lambo Espada (all well known for their rust resistance of course). I thought it was going to be difficult but my boys and I took a spin in the Espada and it was all over right there. That 3.9 V12 is sensational. You get a manual



transmission and a rare combination of supercar and 4 seater comfort.

As always, Mr Castle-Miller whipped his magic wand out and, once gone through, the Espada was pretty much trouble free for over 3 years. I remember to this day calling him to break the news.

It was a Saturday morning and I was stood at the side of a football pitch watching Lloyd.

"I've bought an Italian GT starting with 'L'".

"You've bought a Lancia".

"No, it's much worse than that".

"Oh for God's sake you haven't gone and bought a bloody Lambo have you?".

"Just an Espada".

"Oh %\$£\*!! money pit".



Anyway it was an epic car that you could enjoy with your friends, sons and actually go places in. GT world was everything I had imagined and more.

Now some way into ownership, I started to reflect on the steel body / wet weather and got a bit protective of it. Twice we planned to take it to Goodwood but twice it was a monsoon and the boys and I went in our 'mini GT' instead.



Yes, we had got ourselves a Fiat 850 Sport Coupe with Middle Barton Garage working more magic – longer ring and pinion, Campagnolo wheels, Abarth lowered suspension, exhaust, sump pan, steering wheel. Brilliant car. Yes, short legged to Goodwood from Cardiff but we never felt short changed. Meanwhile the Lambo sat sulking in the garage.

And so it was that I re-traced my steps and got in touch with the Membership Sec. at the GK Owners Club. It was November 2011 and I was sat in my hotel room in freezing cold Denmark on a business trip. A GK was the answer.

The Lambo sold and GK chassis 48 (out of 99) was acquired in November 2011. I had to wait a year to get funding together for the giant restoration – and boy was it giant (gory details to follow in a later column if you have a strong stomach...). It became somewhat irrational for the time but of course it won't be in a couple of years. They have rocketed.



The GK is a great GT car. The water runs off the fibreglass nicely, the Chevy 327 is easy to keep and the 2.5" stainless pipes sound like a Nascar racer when given the beans. It's just a lovely thing. It's a keeper.



Back in February 2015 I did have another slight moment of madness (they are coming more often with age it seems) and bought a 1986 Porsche 928S2. Yes, another GT. It did look rather nice sat there next to 'Gordon', if somewhat spaceship like. They really have aged well in my opinion. This one was a late 4.7 litre, 16 valve and, importantly, one of the 15% produced as a 5 speed manual. Rated at 310bhp but apparently they were a bit conservative with the numbers at Porsche. Mine had an X pipe centre exhaust to release a little more.



And did it shift. It made a strange noise too. At low revs it was a V8 but at high revs almost like a flat crank V8 or 4 cyl. It was quite a rever. Very stable, superb brakes (4 pot Brembos), seats etc. A bit road noisy so really half GT and half sports car but it fitted me like a glove.

I intended to keep it long term but found supply of certain parts a bit patchy so although it was superb specimen, it was not going to fulfil my wishes as a car that I would use often. So the Porsche has gone and been replaced by another V8 monster...more of which another time.

I still have itches to scratch that will probably never happen, given the way prices have gone the last few years. Facel Vega HK500, Iso Grifo, Lambo Islero. I see the silver Islero from 'The Man Who Haunted Himself', the Roger Moore movie, is up for sale again. A few years back it sold at auction for £109K. Its currently at a dealer for £299K. And I can remember these at under 40K when no-one wanted them.

Failing that, a Fiat 2300 Coupe, Jensen CV8 or Interceptor, early XJS or the humble Fiat 124 Sport Coupe (a late 1800 please).

Now, where did I leave those chocolates?

*Jones the Speed*

## Triple Header – 20<sup>th</sup> September to 23<sup>rd</sup> September

### Mallory: Cadwell Park: Oulton Park

Well I suppose It had to happen, and it did – Bigtime! (lucky it was the last circuit trip of the season).

I haven't driven Mallory for years, possibly the last time was a Westfield day when Chris Smith was still in the saddle – anyway, our decreasing band of enthusiasts was reduced on this occasion to me and Dick at Mallory and then joined by Chris Spencer, Chris Champion (sharing Chris' Mazda), Andrew, Tom at Cadwell---then joined by Ian and Graham with his immaculately turned out Ultima Sport at Oulton.



Up at the crack of dawn on 20<sup>th</sup> September – Dick and me set off from darkest Gloucestershire towing the Awesome Hairy Beast No.2, carefully installed in the covered trailer. Mallory is about 2 hour's trailer time away and we arrived on time for the “fat bastard breakfast” which was accompanied by the day's briefing (in the background). My previous trips out in the Beast was Circuit De Bretagne in August (no need to bore you with yet another write up about antics there) anyway, at the end of that trip (last day , last

session) we had a bit of vibration which was diagnosed as a faulty front wheel bearing. So both were duly replaced (problem solved – or so I thought).

Anyway, first time out with Dick on board we started the serious business of lappery but, there it was again. That damn vibration, only worse. Thinking I could drive through it – most problems disappear at over 100mph (wheel balance for example) but to no avail. The shuddering became so acute that Dick not only stayed awake (he usually has a little nap during the morning sessions) but his teeth nearly shot out and his hearing aid was caught just in time before they could adorn the scenery!



Back to the pits for a thorough look at the innards - front was ok, nothing loose or mal adjusted, so the problem could be tyres (brand new front slicks). Drastic measures were deemed necessary--, put on the wets to see if it made any difference. While we were at it, may as well change the rears as rain was forecast at Cadwell the next day). Then, Bingo!, the rear offside slick (only 2 track days old) was the shape of a pregnant elephant – with a huge bulge over

most of the tread. A couple of sessions proved that the problem was solved so we



completed the day on oldish wets so progress was steady.

That night the now legendary Black Horse at Donnington on Bain fitted the bill nicely with Viking grill, Hobgoblin on draft and merry chat and banter all round as by then there was a full band of Musketeers (me, Dick, Chris S, Chris C, Big Dave, Andrew and Jim).

Next morning broke as predicted – pregnant with the promise of heavy rain. At the briefing we were entertained with intermittent sheets of rain that peppered the windows – What joy!

I think I did one or two laps, to say I had , but very cautiously. I gave Chris S a few laps tuition but there after it was sheltering in the back of the trailer with a bottle of red and improvised plastic cups with Dick. It rained, then rained, then poured down so no fun to be had anywhere!



Tom Frankland brought his very tidy new Honda powered Westy and kept it in one piece as he braved the track and weather, but it clearly wasn't going to improve so we packed up early and retired to the Black Horse and its bar 'comforts'; where we replenished ourselves with food and good cheer in readiness for the next days travel to Oulton Park and the track day on Wednesday 23<sup>rd</sup> September.

We had a whole day to get to Oulton so as Dick is an avid train spotter we decided to have an hour or two at the Great Central Museum at Loughborough where the Witherslack Hall was to be 'steamed up' and have its first run after 13 or so years of restoration. Quite a sight.



After an hour or so of gently chuffing about we headed off to a motorway service station on the M6 where I delivered Dick into the arms of his wife and assorted Labradors who were going to whisk him off

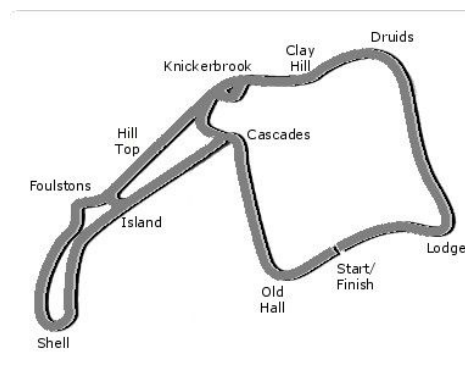
for a spot of 'dogging'-- upt North somewhere. Chris Spencer had arranged lodgings with little Dave who has a large home near Oulton Park; I think I was last to arrive as Chris's motor and trailer were parked in the drive. So I duly walked in and followed the sound of voices, only to be surprised by an elderly couple (equally surprised) watching telly in their lounge. I must have put the fear of God into them!

After a few words of explanation it was revealed that Chris had parked his trailer there and Little Dave's house was opposite.



That night a meal was arranged for Chris, Chris, Me, Big and Little Dave and Andrew at a local small pub where Chris S used to eat of old. When we got there the place (Fishpool Inn) had been turned into one of those mega drinking/eating places where much of the personal attention and perhaps quality are lost in the quest for throughput: that night back at Little Dave's place (with the highly polished hardwood open riser staircase!) we settled down in front of his vast audio visual equipment and had our eardrums blasted into the next universe!

Dawn brought clear skies and the promise of some fun at Oulton (GP- 2.8 miles) and so it was several laps on old wet tyres with soft wet settings (I had forgotten to change since Cadwell) then coming up Clay Hill/Druids Corner --a very loud bang from the back end. Bugger, I thought, convinced that a drive shaft had snapped, so freewheeled round Druids and onto the infield grass and a graceful stop and eventual flatbed recovery. Back in the paddock, Graham and Ian both had sharp intakes of breath before Ian solemnly declared – broken rocker was an alarming summary of their diagnosis.



That night Little Dave, me and Andrew and Jim all had dinner at the Egerton Arms (I think) at Little Budworth where everything suited our little band and was just right.

The following day saw us back home. Myself with many phone calls to be made and yes, Ian was almost right as a rocker post had snapped off leaving expensive havoc in its wake, see Backfire.

**Chris Varey**



## 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 (Alan is in the process of putting in a new order at the end of September )

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

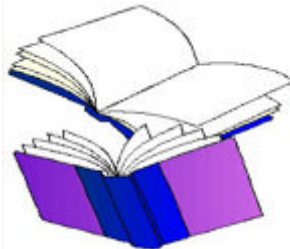


**Sweatshirts & polo shirts are available in the following colours and sizes:**

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.

**Help raise funds for Wiltshire Air Ambulance**



**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**

**All commission to Wiltshire Air Ambulance**

# **Bristol Pegasus Fantasy Formula One 2016**

## **Competition Details - Free Entry**

The Bristol Pegasus Fantasy Formula One competition is now into its 21st year and continues to be popular with members. Our rules differ a little from those found in the “real” F1 championship so make sure you read them carefully.

Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prizes – Whilst our Fantasy F1 contest is mostly for fun, a £20 gift voucher of your choice will be awarded to the winner. We will accept entries up to the first race – the Australian Grand Prix. Entries should arrive by Friday 18th March - Good Luck !

### **Rules**

- You must pick any TWO drivers, any TWO teams and an Engine
- You have a budget of £110m; if you exceed this amount your team will not be accepted. For every £1m under budget, 5 bonus points will be awarded.
- Your driver must finish the race to score points
- Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams will still count and you will score points.
- Team and Engine scores are based on the combined score of both cars
- All participants have to pick a joker race, in the event of a tie at the end of the season your score from this race will count double.
- Points will be as follows:  
1st = 25, 2nd = 18, 3rd = 15, 4th = 12, 5th = 10, 6th = 8, 7th = 6, 8th = 4, 9th = 2, 10th = 1

The easiest way to enter is online at

<http://bristolpegasus.com/fantasy-f1-registration>

or Complete the entry form on the next page.

If you do not wish to cut your Backfire send your entry on a photo copy or a plain piece of paper.

## 2016 Fantasy F1 Car and Driver Costs

| Constructor | Cost (£M) | Race Drivers      | Cost (£M) | Engines     | Cost (£M) |
|-------------|-----------|-------------------|-----------|-------------|-----------|
| Ferrari     | 50        | Sebastian Vettel  | 37        | Ferrari     | 25        |
|             |           | Kimi Räikkönen    | 35        |             |           |
| Force India | 25        | Sergio Pérez      | 23        | Force India | 12        |
|             |           | Nico Hülkenberg   | 22        |             |           |
| Haas        | 8         | Romain Grosjean   | 15        | Haas        | 4         |
|             |           | Esteban Gutiérrez | 8         |             |           |
| Manor       | 5         | Pascal Wehrlein   | 2         | Manor       | 4         |
|             |           | Rio Haryanto      | 2         |             |           |
| McLaren     | 12        | Fernando Alonso   | 10        | McLaren     | 6         |
|             |           | Jenson Button     | 9         |             |           |
| Mercedes    | 70        | Nico Rosberg      | 40        | Mercedes    | 35        |
|             |           | Lewis Hamilton    | 45        |             |           |
| Red Bull    | 28        | Daniel Ricciardo  | 25        | Red Bull    | 14        |
|             |           | Daniil Kvyat      | 26        |             |           |
| Renault     | 20        | Kevin Magnussen   | 15        | Renault     | 10        |
|             |           | Jolyon Palmer     | 8         |             |           |
| Sauber      | 10        | Marcus Ericsson   | 8         | Sauber      | 5         |
|             |           | Felipe Nasr       | 15        |             |           |
| Toro Rosso  | 10        | Max Verstappen    | 18        | Toro Rosso  | 5         |
|             |           | Carlos Sainz, Jr. | 10        |             |           |
| Williams    | 40        | Felipe Massa      | 28        | Williams    | 20        |
|             |           | Valtteri Bottas   | 30        |             |           |

## 2015 Fantasy F1 Entry Form

Enter online at <http://bristolpegasus.com/fantasy-f1-registration>

Send form to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32

8BP E-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

You have £100m to spend on two different drivers, two cars & an Engine

**Driver 1 :**

**Driver 2 :**

**Team 1 :**

**Team 2 :**

**Engine :**

**Joker Race :**

**Name:**

**Address :**

**Telephone :**

**E-Mail:**

## 2016 Formula 1 Race Calendar

| Round | Date   | Race                  | Circuit      | Live on CH4 |
|-------|--------|-----------------------|--------------|-------------|
| 1     | Mar 20 | Australian Grand Prix | Melbourne    |             |
| 2     | Apr 03 | Bahrain Grand Prix    | Sakhir       | Yes         |
| 3     | Apr 17 | Chinese Grand Prix    | Shanghai     |             |
| 4     | May 01 | Russian Grand Prix    | Sochi        |             |
| 5     | May 15 | Spanish Grand Prix    | Montmeló     | Yes         |
| 6     | May 29 | Monaco Grand Prix     | Monte-Carlo  |             |
| 7     | Jun 12 | Canadian Grand Prix   | Montreal     |             |
| 8     | Jun 19 | European Grand Prix   | Baku         | Yes         |
| 9     | Jul 03 | Austrian Grand Prix   | Spielburg    |             |
| 10    | Jul 10 | British Grand Prix    | Silverstone  | Yes         |
| 11    | Jul 24 | Hungarian Grand Prix  | Budapest     | Yes         |
| 12    | Jul 31 | German Grand Prix     | Hockenheim   |             |
| 13    | Aug 28 | Belgian Grand Prix    | Spa          | Yes         |
| 14    | Sep 04 | Italian Grand Prix    | Monza        | Yes         |
| 15    | Sep 18 | Singapore Grand Prix  | Marina Bay   |             |
| 16    | Oct 02 | Malaysian Grand Prix  | Kuala Lumpur | Yes         |
| 17    | Oct 09 | Japanese Grand Prix   | Suzuka       |             |
| 18    | Oct 23 | US Grand Prix         | Austin       |             |
| 19    | Oct 30 | Mexican Grand Prix    | Mexico City  | Yes         |
| 20    | Nov 13 | Brazilian Grand Prix  | Sao Paulo    |             |
| 21    | Nov 27 | Abu Dhabi Grand Prix  | Abu Dhabi    | Yes         |

## ***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](#)







## Bristol Pegasus Motor Club ACE Classic Tour - SUNDAY June 5th The 2016 Classic Vehicle Charity Tour



This year our journey will take us to the south of Bristol and as in the past it is designed to take in places of interest that we are sure you will enjoy.

We shall once again have a communal picnic stop at a convenient and interesting location.

We have a new start at Gordano Services near junction 19 of the M5 - postcode BS20 7XG.

Toilets are available at the start.

**PLEASE ASSEMBLE BY 9.45am**



Our chosen charity this year is: **SARCOMA** a particularly nasty form of cancer that attacks the body's soft tissue (please view on the web - Tumour Has It - "not just another cancer blog" for further information)  
In the view of the Committee this charity is most deserving of our support.

**Please retain the above section for your information.**

**Return the lower section with your entry fee.**

|                              |
|------------------------------|
| Entrants/Driver Name:        |
| Address:                     |
|                              |
| Post Code:                   |
| Email Address:               |
| Contact Telephone Number:    |
| Passenger Name(s):           |
| Vehicle Make/Model:          |
| Vehicle Registration Number: |

### DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so.

I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle entered is covered by insurance as required by law, which is valid for such part of this event as shall take place on roads as defined in law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature\_\_\_\_\_

Date\_\_\_\_\_

Please sign declaration above and return with entry fee (**minimum £15.00 per vehicle**) to: -  
Tony Joiner. 17, Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ.  
(Cheque payable to All Classic Enthusiasts)

|  |  |
|--|--|
|  |  |
|--|--|

*The 2016 ACE Tour will follow a new route south of Bristol which is being planned by Martin Emsley and Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving.*

## David Render Charity Donation

The club was very pleased to make David Render a Life Member and we received the very generous thank you letter and a donation from David. As we are fortunate enough to have enough funds to cover the day to day running of the club, the committee has decided to add the donation to our charity fund so it can be passed on to a worthy cause in the future.

3rd February 2016.

Dear Dick,

It was a pleasure to talk to you over the phone today when I let you know how pleased I am to have received your Club Member Card as a Life Member. As mentioned this means a great deal to me in view of my early days of Trials and things in your area, and of course in view of your invitations for me to give my Talks to your Club, which resulted in your kind and generous donations for our poor old War Widows which meant so much to them.

You chaps are putting in so much work for the benefit of the Sport and all the people involved which is so good to see.

Please find my cheque enclosed, which I trust will help to defray the cost of sending your Magazine to me for a while.

If convenient, please thank your Committee for me, as above.  
Kindest regards

*David* David.



Llandow Circuit  
Vale of Glamorgan

# LLANDOW

SATURDAY 7th MAY 2016



The 2015 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we joined by the MGCC Luffield, the Downton Mini and the Bristol MX5 Championships

Entry details are available on the club website or contact Andy Moss on 0117 9041841 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) for a printed copy

**Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded**



## Remember When ?



## Backfire



Chris Varey's broken rocker post.

## BPMC 2016 Events Calendar

| Month | Day | Date | Event                       | Location  |
|-------|-----|------|-----------------------------|---|
| Mar   | Thu | 10th | Morgan Factory Visit        | 10am Malvern Optional Scenic Drive back via Wales     |
| Mar   | Mon | 14th | Club Night                  | BAWA 8pm  |
| Apr   | Sun | 10th | Cross Trophy Trial          | Dundry  |
| Apr   | Mon | 11th | Club Night                  | BAWA 8pm  |
| May   | Sat | 7th  | Llandow Sprint              | Llandow Circuit                                       |
| May   | Mon | 16th | Treasure Hunt               | TBC   |
| Jun   | Sun | 5th  | ACE Classic Tour            | Provisional Date                                      |
| Jun   | Mon | 13th | Bring Your Car Night        | Provisional Date                                      |
| Jul   | Mon | 11th | Evening Car Tour            | TBC   |
| Jul   | Sat | 16th | Frenchay Car Show           | Frenchay Museum                                       |
| Aug   | Sun | 14th | Sunday Treasure Hunt        | TBC   |
| Aug   | Sat | 20th | Track Day                   | Castle Combe  |
| Sep   | Sun | 11th | Autosolo                    | Rolls-Royce   |
| Sep   | Mon | 12th | Club Night                  | BAWA 8pm  |
| Oct   | Sat | 1st  | Castle Combe Autumn Classic | Club display at the Castle Combe Classic Race Meeting |
| Oct   | Mon | 10th | Club Night                  | BAWA 8pm  |
| Oct   | Sat | 22nd | Pegasus Sprint              | Castle Combe  |
| Nov   | Mon | 14th | Club Night                  | BAWA 8pm  |
| Dec   | Mon | 12th | AGM & Prizegiving           | BAWA 8pm  |
| Dec   | Tue | 27th | Christmas Autosolo          | Aust  |

### Cross Trophy Car Trial - Dundry - Sunday 10th April

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 10th. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in.

For further details and an entry form visit the club website or contact Event Secretary - Tim Murray 0117 9499449, [secretary@bristolpegasus.com](mailto:secretary@bristolpegasus.com)

**A brilliant fun afternoon with your ordinary road car - Any car is suitable**

**Deadline for Next Backfire: 23rd March 2016**

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