

Backfire

Bristol Pegasus Motor Club Magazine



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



March 2017

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Chairman's Chat

By Andy Moss

What a great trip we had to the British Motor Museum at Gaydon. I have been to the museum a few times in the past, but the recent changes meant there was a lot to see. I love the weird and wonderful prototypes - British engineering ingenuity at its best. As a Rover P6 owner I also love seeing the turbine cars and the Rover BRM. As always we had a lot of fun on the Minibus and a nice meal stop on the way back. Thanks to Nick Wood for organising, as well as to Ralph Colmar for driving the bus and Tim Murray for booking the meal - not to forget the fellow members who made it such a fun day.



Our first club night of 2017 got things off to an excellent start with a good turn out for an entertaining talk from James Weekley - as well as a very educational section on competition tyres, I especially enjoyed his stories of the Peking-Paris Rally - it was a shame we ran out of time for more questions towards the end of the evening as I am sure there was more to be told.



This year looks like it is going to be excellent for guest speakers - as well as Stuart Turner coming up this month we are thrilled to be able to announce we will be welcoming Anthony Reid in April who will be well known to many of you for his Touring Car exploits. We have also already filled our November date when we will be joined Hugh Chamberlain - best known for his Chamberlain Engineering team who ran a Spice-Hart in Group C2 at Le Mans in the late 1980s as well as Lotus, Jaguar and Chrysler GT machinery before being chosen to mastermind MG's LMP675 campaigns in 2001-02. More recently, he managed Vantage Racing that competed in British GTs and the Aston Martin GT4 Challenge.

February has also been a month of planning for the clubs spring and summer activities. First we have a couple of low cost competitive events with our Autotest at Rolls-Royce followed by the Production Car Trial in April. If you haven't had a go at these events before they are fun, low cost events that are suitable for most ordinary

road cars, so there's no excuse for not having a great day's fun. Anyone who renewed their membership this year should have received a voucher for £10 off entry to an event – use this and you can even enter for free. If you are not competing then why not come along and help out? We need a scrutineer to help look over the cars, a club steward to keep an eye on things and of course marshals to do the scoring on the day.



Things are also coming together nicely for our first sprint of the year at Llandow on the 13th 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. This year we have gained the HSA and Historic Rally Car Championships, with several other one make championships and the ASWMC and WAMC coming along once more, we hope to have a good entry again this year.



Planning has also started for the ACE Classic Tour - Martin Emsley and Alan Spencer are again working out the route with Tony Joiner, as always, over seeing things. This years charity will be Diabetes UK - a very good cause. This year we will also be running an Autumn Tour in September - that event is being master minded by Matt Johnson and will support another very worthy cause - St Peter's Hospice.



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 of your team cost for you. With changes to the cars this year let's hope things are a bit less predictable in 2017.

Andy Moss

Editorial

March “when it is summer in the light, and winter in the shade.” Charles Dickens

After a quiet January it has been an absolutely frantic February, I've not a moment to even look at my mates magnesium alloys which need to be polished for Goodwood, nor unfortunately to attend the evening with James Weekley on the 13th which I gather was well attended and received.

Peter Huntingdon kindly volunteered to navigate for me on Dick Craddy's Nav Ex and we gave it a go eschewing the usual Ordnance Survey Maps in favour of three mobiles a laptop and a dongle. We soon found out we really needed military grade satellite reception and our problems were compounded when the horn on the Golf went off without warning or obvious reason which led us to retire before we upset the peace and local constabulary, we managed to find two locations before calling in at the Torbay Inn where 13 year old Lisa Davies happened to be on hand with a couple of her splendid Xorbit dehumidifiers for sale. Congratulations to winners Ben Bishop and Mark Gore and to everyone else who completed the course.

The following day I took the wheel of the mini bus for our club visit to Gaydon, which has had a new building added and undergone a revamp since my last visit, the visit was thoroughly absorbing and my thanks to Nick Woods for organising it, and putting me up overnight, and to Tim Murray for organising the splendid meal at the Beckford Inn afterwards.

On the Sunday I had hoped to start competing in Class B of the ASWMC Autosolo Championship however my licence did not come through in time so I went up to Kemble to see what I was missing, quite a hectic mid month which was completed with a recce through Gloucestershire for our summer treasure hunt before a popping up to a thoroughly revitalised Race Retro with Tim Murray.

In between all of this I have had a stainless steel exhaust fitted to my ancient Golf, by Infinity Exhausts over in Doddington and my work SEAT Toledo has been traded in for a 9 seater VW mini bus complete with battenberg stripes and blue lights !

Hope to be at the Stuart Turner evening on the 13th, Pete Goodman's Brecon Drive on the 18th and our Autosolo on the 26th, polishing wheels will have to wait until April.

My thanks for contributions to this month's issue from Dick Craddy, Pete Goodman, Bob Bull, Phil Jones and Andy Moss.

Wishing you all a safe month's motoring.

Ralph

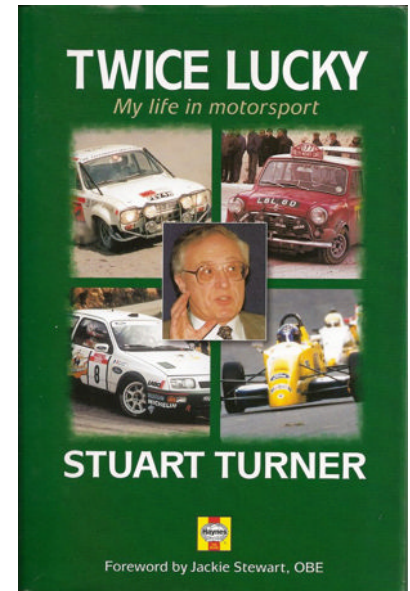


Events Calendar

Monday 13th March - Club Night

Stuart Turner Talk - BAWA 8pm

We are pleased to welcome former head of Ford Motorsport Stuart Turner as our guest speaker for March. Having started as a successful rally navigator Stuart was Sports Editor of Motoring News before heading the BMC Competitions Department when Mini Coopers were winning Monte Carlo Rallies. He later headed Ford's Motorsport operation and led the company to many successes. The author of many books on motorsport he is a well known and accomplished speaker. In recent years he has also headed the Motorsport Safety Fund, a registered charity producing publications and films to help keep the sport safe.



Brecon Driving Day 7:30am 18th March Chepstow

Pete Goodman is organising a Brecon Driving day for BPMC and Bristol Group IAM members on Saturday March 18th, the itinerary is; Meet Chepstow 7.30 – Breakfast at Honey Café 8.30 – Drive Route 1 – Lunch at Honey Café 12.45 – Drive Route 2 – Tea – Home.

For more info contact Pete 0117 960 5367 / e-mail pete.1goodman@talktalk.net

Sunday 26th March Spring Autosolo - Rolls-Royce Bristol

We are pleased to announce we will again be running an Autosolo at Rolls-Royce in 2017. For those who have not entered one before an Autosolo is a set of timed all forward tests around cones. A low cost, fun driving event rather than a memory test - our event is ideal for beginners or experienced competitors. No experience Required - No competition licence No helmet or overalls. Suitable for most road cars - just turn up and join in. Regulations and entry details are on the club website.

Monday 10th of April evening with Anthony Reid BAWA 8pm



For our April Club Night we are pleased to be hosting an evening with Japanese Formula 3 and British GTC champion, touring car and Group C driver Anthony Reid. We will be joined by Club Lotus Avon for the evening, so there is sure to be a good attendance - many thanks to Rob Ford for his help in arranging what promises to be an excellent evening. More details in next month.

Sunday 23rd April - Cross Trophy Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 23rd. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. Entry details coming soon on the club website or contact Event Secretary - Tim Murray 0117 9499449, secretary@bristolpegasus.com

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

Invitations & Marshals Wanted

Great Western Sprint Castle Combe 25th March

BPMC members are invited to take part in the Bristol Motor Club's Great Western Sprint at Castle Combe Circuit on Saturday 25th March. If you have any questions please e-mail event secretary Ady Taylor ady_tayloruk@yahoo.com

Regs and entry forms are on the BMC website :- <http://bristolmc.org.uk/gws-notice/>

The event features rounds of the MSA British Sprint Championship and HSA Speed Championship. To run the event safely and smoothly 40+ Marshals are needed for circuit posts, paddock and start line duties. No experience is necessary as novices will always be paired with more experienced members of the team. All Marshals will be given a free hot lunch in The Tavern Restaurant in the paddock and there is a quality raffle draw.

Contact Mike Cole Chief Marshal

e-mail : cole.mike@btinternet.com Mob : 07980 416075 Twitter: @mcole7617

Devizes & District MC The Devil's Tour 15/16th April 2017

The third running of "The Devils Tour" organised by Devizes & District Motor Club will start and finish at Westbury, Wiltshire. Marshals interested please contact :- Keith and Janet Edwards on 01225 755077 up until 9 p.m. or email keithandjanet1@btinternet.com All manned controls will receive a "goody bag" or similar, to show our appreciation.

11th Bovey Down Classic Trial - Sunday 30th April

This year, our single venue trial will be run on the May Day Bank Holiday weekend at the end of April. We are looking for a minimum of 30 marshalls to be able to run all sections. There will be a local charitable catering marquee on site all day. Bacon rolls pasties and homemade cakes etc. And a toilet facility.

Please contact Anna Robinson - 07780787529

David@robinson2x.plus.com

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

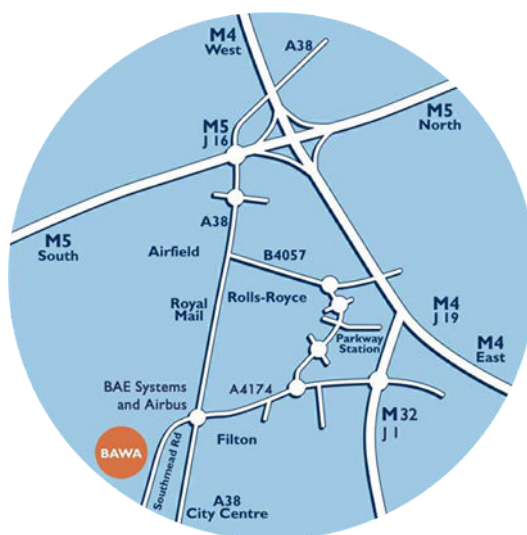
589 Southmead Road, Filton, Bristol, BS34 7RG



Our regular club meeting venue is BAWA Southmead Road Bristol.
All are welcome you do not need to be a BAWA member.

We normally meet in Room 7 or Room 4 - Check the board at reception for which room. 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, we recommend arriving at 7:30pm for 8pm starts.



**Note : Next BPMC meeting at BAWA is our AGM on
Monday 13th of February 8pm start**

Navigation Exercise – Friday 17th February

From Coppice Mawr to Llandogo

While these locations have become familiar place names to regular competitors the 27.5-mile route once again proved a challenge to both Novices and Intermediate level crews.

It is a long time since we had an entry of 11 for this annual event run under Treasure Hunt requirements. In fact, the entry could have been the maximum of 12 allowed had not there been late withdrawals.

Signing on was completed in good time and with the Gwent Police guidance having been given the route cards were distributed. Intermediate level crews were Joe Trott and James Robertson (BMW 3 series), Martyn and Katie Davies (Fiesta) and Bob Bull and Alan Spencer (BMW Mini Cooper S).



The remaining crews took novice route cards. Jayne and Andria Gilmour arrived in a recently completed rally prepared Ford Cortina which was allowed to start on the understanding that the exhaust conformed to road going standards. New faces were father and son Steve and James Hunt (Renault), who having joined at the BPMC end of 2016 and were entering their first event. It was good to welcome back Danny Castleton and Don Neate (their Jaguar still being too wide for

some roads) and Robert's Powell and Whalley (Ford). New combinations were Chris Thompson with his son Tom, entering their first navigational event together, and Ralph Colmar who teamed up with Peter Huntington in Ralph's VW Golf. The list was completed by a welcome return of Ben Bishop and Mark Gore (Renault Clio) and newcomers Henry Guy and Alex Groupman (Nissan Micra).

From Coppice Mawr located on map 162 the route initially passed via Itton and Itton Common before crossing onto map 171. By taking the 'scenic' route via Devauden and then crossing back onto 162 and then deviating no further east than 4 kilometres from the west edge of that map the competitors travelled north via Buckle Wood and Parkhouse before reaching Trellech. A short stretch on the B4293 took the route to the northern point of Penault before turning south along the edge of the Wye to Argoed, Hoop, the North and Cotland prior to tackling (if the crews choose to) the steeper than 20% down gradient, on a poorly maintained road, to the finish at the Sloop Inn, Llandogo where we shared the Bar with a noisy darts match.

With two crews retiring (Ralph and Peter due to their car alarm failing 'on' and Henry and Alex), 9 crews completed the course. The winners and first novice crew were Ben and Mark with a standout performance and a score of 250 out of a possible 260. They were closely followed by Martyn who has the good fortune to be navigated by the ever consistent and impressive Katie, finishing first in the intermediate class with a 245 score. Robert and Robert came third with a score of 200 points followed closely by Chris and Tom, with 195 points, which is a performance that cannot pass without proper acknowledgement. The BPMC is in the fortunate position of having strong, young, competitors who are encouraged by their parents and are keen to be challenged.

With everybody having travelled safely and with a good social atmosphere we departed for home in good spirits. My thanks to all who entered and those who, but for misfortune, could not enter. I consider that the preparation required is well rewarded but when is a crew going to take the 'Expert' route card challenge?

Results:

1	Ben Bishop and Mark Gore	1 st overall and 1 st novice crew
2	Martyn and Katie Davies	2 nd overall and 1 st intermediate
3	Robert Powell and Robert Wooley	2 nd novice
4	Chris and Tom Thompson	3 rd novice
5=	Joe Trott and James Robertson	2 nd intermediate
5=	Bob Bull and Alan Spencer	3 rd intermediate
7	Danny Castleton and Don Neate	4 th novice
8	Jane and Andria Gilmour	5 th novice
9	Steve Hunt and James Hunt	6 th novice

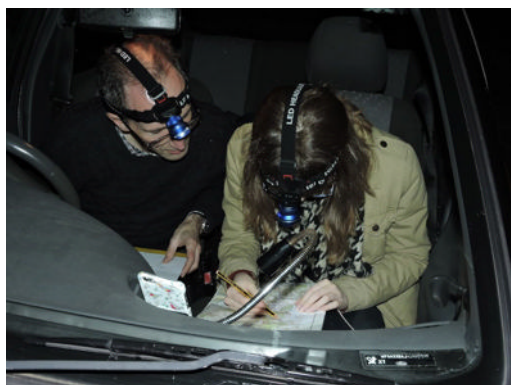
Navigation Exercise – Friday 17th February



Danny Castleton and Don Neate



Chris and Tom Thompson



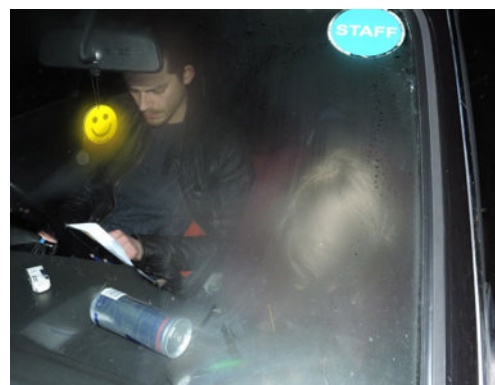
Martyn and Katie Davies



Robert Powell and Robert Wooley



Steve Hunt and James Hunt



Joe Trott and James Robertson



Bob Bull and Alan Spencer



Henry Guy and Alex Groupman

Club Visit to Gaydon - Saturday 18th February

Wearing my IAM hat I joined some IAM members for the visit to Gaydon, at the Cross Hands Old Sodbury and jumped into Graham Volks lovely little Lotus Elan +2, Ted was in the Ex Cross Engineering development Rover P6 V8S.

We had 5 min comfort stop 2/3rds there and I took advantage? to swap Lotus for Rover power in Ted's ex Cross Engineering development Rover P6 V8S.

We arrived with small separation in ample time for opening, in the Café and met the Pegasus Mini bus crew and exchanged greetings!

At 11 we started a tour of the newly opened section... first floor the overflow "reserve" exhibits, some of which are not in full display condition but very interesting none the less, Ted was of course interested in the London to Sydney Landcrab that his very impressive 'lookalike' is based on.

Downstairs houses the Jaguar collection, everything from pre-war to present day via XK120, D Types, E types, Mk1 to 10, X, S Types, prototype V12 all wheel drive XK220 and Le Mans winning 1988 XJR 12, literally millions of £s worth of Jags!

We returned to the main museum for a snack lunch then we did the full visit of the main building – it's a fantastic tour de force incl all the Monte Carlo Rally winning Minis from the 60s. Again everything from early 1900 aero engine wonders to a modern McLaren and Rolls Royce, the British design ingenuity and flare on display emphasis the shame that so much of UK car industry today is foreign owned.

We took tea before setting off back to Bristol, Ted had promised me a drive in the V8S since I had not driven it since its gearbox had been overhauled and power steering had been fitted – it still has lots of grunt but is now a bit more user friendly to us non classic car drivers used to over lightweight modern controls!

It certainly keeps up with modern traffic and was great punting it down the Fosseway, even surprised someone with a quick overtake..

So a fun day enjoyed by all I think.

Pete Goodman



Bob Tullis Trans Am Jaguar V12 E-type



Ted's Ex Cross Engineering Rover P6 V8S

Club Visit to Gaydon



MG YB Team Rally Car



Jaguar XK 120 Team Rally Car



Jaguar D-type



Jaguar XJ13



Morris Mini Cooper S



Austin Maxi



Jaguar XJ12C



Jaguar XJR12

Club Visit to Gaydon



Rover 2000S Gladys



Austin Zonda



ADO 70



Triumph SD2



Ogle Design Princess



Mini Metro bodied MG F prototype chassis



Daimler Corsica Convertible



Jaguar F-type Concept

It's an uphill struggle

Time to drive some more fast cars!

Her: 'You're not serious?'

Me: 'Does that mean you don't think I should be looking at any more?'

So went the morning breakfast conversation and I could sense I was on thin ice. Owen was doing cut throat signals behind Mrs Jones. But I am not thick skinned and lacking emotional intelligence for nothing. So away we went, Mrs Jones hoping that I would hate them all and start chasing an Austin Allegro 1100SDL.

I am a fan of old motors, but we can all have a funny turn now and then and I was fancying driving a few moderns. Mrs Jones does not think it possible for me to be modern based on my wardrobe but all the money goes on cars so that brown 70's ribbed polo neck does the job just fine for now.

I love almost all cars but like most petrol heads, I probably gravitate towards the same marques. Somehow we gain an affinity towards a marque based on driving style, quality, affordability and probably image.

I'm a Merc man and have been for years so they always make it onto the list. But before going there, I thought I would stretch myself. Sophisticated people stretch themselves through a new exercise, a course or some foreign travel to experience a new culture. Like eating a Vegan curry in the Himalayas with the locals. I just go to a different garage and be done with it.

Back in 2010 I had a go in a Porsche 997 Targa 4. I ended up with a Mitsubishi Evo X FQ330 instead as I thought it more exciting. That does not sound right even as I write it but that's how I felt. This time I tried a 991 C2S. It was a cabriolet demo car and I would have preferred a coupe but mechanically it was the same.

Well...it was a manual and had 7 speeds, that might sound great but 7 is a lot to fit into a manual gear selector gate after I grandma'd a few gear changes I found myself looking at the gear selector indicator on the dash before letting up the clutch! I'm sure it's good once you get used to it. This was the latest Gen 2 twin turbo 3.0, it goes well and sounds good for a turbo. Very refined and I imagine a good long distance car, though I might have preferred a PDK transmission. Lloyd squeezed in the back and at 6 ft. he looked damned uncomfortable but he wanted to hear it.



Next to the launch of the new Gen 2 Porsche Panamera. This is a big machine – 5045mm – and very imposing. The rear seats take a 6 ft'er easily and it's like travelling business class. I have now driven a 4 litre 4S diesel (which I am sure could pull tree stumps up) and a 4S petrol which has a 440bhp 2.9 V6. This is an interesting sounding motor as it's a 90 degree crank rather than a 'normal' 60 degree – so really $\frac{3}{4}$ of a V8. I guess it's

good for component sharing and it makes the V angle wider so a lower bonnet and room for the two turbos to sit in the V, which seems all the rage now. Initially I

thought the big Pan was a bit like a low riding Audi. A bit 'efficient' and more a business car than a fun car.

Having had a second go in a 2.9 and given it the full Monty through a tunnel I can tell you that's it's a lot of fun. On a freezing, icy morning the salesman warned me in hushed tones that, although it had 4wd and lots of electronics, it could not defy physics. I replied that I had just turned up in my old 4 litre Jag and that had nothing but a good old fashioned LSD and what's between my ears. And that's not much. With that I roared off like a bugger and he sat with his knees together. Owen loved it and so did I. As a bonus, Owen managed to endure the test drive without filling a sick bag which was a great achievement. There's lovely.

Having never driven a Maserati before, I thought it rude not to. First up was an MC Stradale. Now I have always shied away from single clutch robotised manuals as they have a reputation for eating clutches and making you look like a learner when manoeuvring. But let's keep an open mind. Both boys were with me and Lloyd was fine in the back even at his height. The Grand Turismo is a big car and a proper old school GT.

What's it like? Well the gearbox really does dominate the experience. In normal, manual, mode it's actually pretty good. In Auto mode it feels as if you have inadvertently conducted an emergency stop each time the power gets cut to facilitate an upshift. I suspect it's possible to alleviate it by a lift on the throttle at the right moment but I think it would take a little practice. In 'Race' mode it's violent.



Maybe Ok on a track but I am not sure I would want to sling a 1700kg monster around a track, you can have far more fun in a Westfield or an MX5. It had carbon ceramic brakes and I expected them to either feel dead when cold or squeal, but they did neither, they were great. Inside it feels its age but the reason for a Maser is noise and with the exhaust valves open, windows down and in a tunnel it is hard to describe how wonderful it sounds. Straight out of the GT40 Le Mans top drawer. After my old V12 Lambo it might be the best sounding car I have ever been in.

I also took the opportunity to try a Ghibli S which has a 60 degree 3.0 V6 bi turbo. Now this is a 4 door saloon, feels less unique and it's been panned by the motoring press, but I liked it. It has a ZF 8 speed slush box which we have in our Jeep and which everyone seems to use these days and it is far better than a poor robotised manual. That V6 also sounds awesome with the valves open. Very refined and a decent ride means this is, from my perspective, a far nicer car that the mags would have us believe. It may not be as competent as a 5 series or a Merc E class but it is different and stylish.

And so to the almost mythical Alfa Romeo Giulia Quadrifoglio. I have tried a few times in the last few months to test one, but no dealers had any and none could forecast when they would. I was told by one dealer that shall remain nameless (but is not local to me) that *'the sort of people that buy these cars don't tend to test drive*

them, they buy them on looks'. Oh really? Nice one, Rodney old son. Nice one.



Anyway, one ended up in the local Cardiff dealer by complete surprise and, knowing the salesman, he let me have a quick, low rev, spin round the block. Blimey, it's stiff riding. Great space, decent build and super looking, I must say it has showroom appeal. It also runs the ZF 8 speeder and the software is good as it changes very quickly using fabulous Ferrari style paddles. I know from experience that after about a week of novelty – if that long – I end up sticking them in Auto anyway.

The tyres were, of course, brand new and still had finisher on them and the urban roads were wet so it had no traction at all. And I mean none. With the exhaust valves open it was very loud and quite farty with a flat sort of noise from its 90 degree V6. Nowhere near as tuneful as the Porsche Panamera V6 and certainly not the Maserati Ghibli. I think the high levels of boost are also a contributory factor (503bhp from 2.9 litres is going some) as when you blip the throttle, the revs hang. You would not notice that with the auto box but I would think the manual (which is apparently not coming to the UK) would feel a little odd.

On over run it let off a bang like a Bosnian war zone. When it went off I shouted '*bloody hell, what was that*' and then could see Lloyd chuckling away in the back thinking his father is a right donkey. It was a little, shall we say, false and electronically enhanced. But at half the price of an MC Stradale it is a bargain if anything that expensive can be a bargain. I would love to punt one round the Combe – it would set quite a lap at the sprint.

Finally, I headed out to look at a 2012 AMG C63 Black Series. Oh for goodness sake. It looks like a mild DTM car and it sounds like one, with a 6.2 litre, 32 valve, 4 OHC naturally aspirated V8 putting out 510bhp and red lined at 7200 rpm. Four proper seats and only 800 built, 66 of those being UK RHD cars. So rarity means that, after 4 years, its back to its new list price already. It has become an immediate collector's car. Interesting. How many of those can we name? 458 Speciale? McLaren 675LT? Porsche 991 RS, Cayman GT4? No doubt you know a few more but it's not many and certainly the way to go if you prefer investing in cars than houses but don't like older classics.



The issue is that I like everything and if I had included a 1971 Simca 1000 with 50bhp I would have loved that just as much. What a wonderful affliction, I am now well practiced at dodging the search lights with a jinking run to the front door while my management waits to see if I have gone and done something stupid. Again.

I'll tell you when I experience a future Backfire. A bit like that Alfa.

Jones the Speed

Ignore the quality feel the width

Classic 1950's American Cars in Cuba

In January Dick and Mary Craddy enjoyed a 1000-mile guided touring tour of Cuba and yes, it is true that there are many hundreds of 1950's classic American cars still in use. Many are available as tourist taxis in Havana but equally some are obviously in private hands for use by the owners. Maintenance is, not surprisingly, 'marginal' and many are 'bitzas' given that genuine spares are virtually unobtainable (certainly not legitimately but can be sourced from the USA). There is much 'make do and mend' and as you can see few have original road wheels. That said it is essential that visitors enjoy a guided tour of the city in one even if the windscreen wipers and dashboard dials don't work, the brakes are suspect and the engine exhaust smells strongly of incomplete combustion (an evocative return to sensations of our 1950's youth – for some of us!).

Apparently, the US car manufacturers despatched 'new' models to Cuba for testing in advance of release in the home market. Cuba was seen to be an excellent/destructive testing ground. In the 1950's the 'higher level' of Cuban society was wealthy and, in the majority, corrupt. Batista, the incumbent president, was removed by Castro's revolution in 1959 and in 1961/62 the Cuban missile crisis ensured that trade with the USA stopped. Notwithstanding a level of relaxation following Obama's visit in 2016 the embargos still exist. Today Cuba is a failed, bankrupt, socialist egalitarian state.

There were also a couple of unexpected British interlopers from the past too !



Dick Craddy

Ignore the quality feel the width



Dick Craddy

Bristol Pegasus Fantasy Formula One 2017

Competition Details - Free Entry

The Bristol Pegasus Fantasy Formula One competition is now into its 22nd 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 24th 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.

2017 Fantasy F1 Car and Driver Costs

Constructor	Cost (£M)	Race Drivers	Cost (£M)	Engines	Cost (£M)
Ferrari	40	Sebastian Vettel	35	Ferrari	20
		Kimi Räikkönen	25		
Force India	25	Sergio Pérez	20	Force India	12
		Esteban Ocon	12		
Haas	10	Romain Grosjean	9	Haas	5
		Kevin Magnussen	7		
McLaren	15	Fernando Alonso	13	McLaren	7
		Stoffel Vandoorne	8		
Mercedes	70	Valtteri Bottas	40	Mercedes	35
		Lewis Hamilton	45		
Red Bull	30	Daniel Ricciardo	25	Red Bull	15
		Max Verstappen	20		
Renault	12	Nico Hülkenberg	10	Renault	6
		Jolyon Palmer	5		
Sauber	8	Marcus Ericsson	5	Sauber	4
		Pascal Wehrlein	8		
Toro Rosso	12	Daniil Kvyat	10	Toro Rosso	5
		Carlos Sainz, Jr.	8		
Williams	25	Felipe Massa	20	Williams	12
		Lance Stroll	15		

2017 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

You have £110m 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:

2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
1	26 March	Melbourne	Australia	Sky
2	9 April	Shanghai	China	Sky
3	16 April	Bahrain	Bahrain	C4 / Sky
4	30 April	Sochi	Russia	C4 / Sky
5	14 May	Barcelona	Spain	Sky
6	28 May	Monte Carlo	Monaco	C4 / Sky
7	11 June	Montreal	Canada	Sky
8	25 June	Baku	Azerbaijan	C4 / Sky
9	9 July	Spielberg	Austria	Sky
10	16 July	Silverstone	United Kingdom	C4 / Sky
11	30 July	Budapest	Hungary	Sky
12	27 August	Spa	Belgium	C4 / Sky
13	3 September	Monza	Italy	Sky
14	17 September	Singapore	Singapore	C4 / Sky
15	1 October	Sepang	Malaysia	C4 / Sky
16	8 October	Suzuka	Japan	Sky
17	22 October	Austin	USA	C4 / Sky
18	29 October	Mexico City	Mexico	Sky
19	12 November	Sao Paolo	Brazil	Sky
20	26 November	Abu Dhabi	UAE	C4 / Sky



Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



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

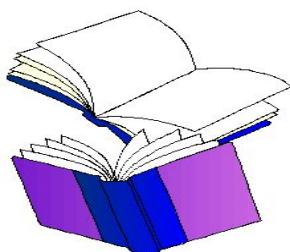
BPMC polo or sweatshirts

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



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

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

New Automated Membership System

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

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


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

UPDATE : All members are due to renew in January apart from those who joined the club post October 2016. Members are now able to renew and the system will ensure they get a full 12 months membership starting from the 1st of January 2017.

Remember When ?



Bronwyn Burrell, Tish Ozanne, and Tina Kerridge set off to compete in the 1970 World Cup Rally in Puff the magic Maxi ?



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Bob Bulls F1 facts Quiz No. 2

F1 facts quiz

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

Of course you could Google the answer but where's the fun in that, so here we go:-

Quiz No3

Which Drivers one their first GP in the same year as their Championship?

Who has the unenviable record of retiring in all races of a 16 race season?

Who achieved the most fastest laps in a season without winning the Championship?

Which was the first rear engined GP car ?

Which was the last front engined GP car?

Answers to Quiz No 2

When, who and what team raced in 2 Gps with the same set of tyres? 1976, John Watson, Penske

Here's a different one not GP but major series who won a championship without winning a race? None, but Tony Stewart did win the 2005 NASCAR Cup without winning a race in the chase playoffs.

Which 2 drivers scored points in every round of one years World Championship? Michael Schumacher and Juan Manuel Fangio

Which 4 drivers achieved the most consecutive points scoring races from the start of the season? Sebastian Vettel 17, Mark Webber 12, Fernando Alonso 12, Lewis Hamilton 12

Who started the most races on the front row without a win? Chris Amon 19

Answers next Month with quiz no 3

Deadline for Next Backfire: 23rd March 2017

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

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

DDMC Autosolo Kemble - Sunday 19th February



Rich Welsh MX5



James Martin Escort



Haydn Marks 318



Peter Dickinson Impreza



Jemma Nelson Citroën C2



Richard Olson MG ZR



Adam Langley Golf GTi



Ben Griffin Peugeot 106 Rallye

Race Retro 25th February



Paddy Hopkirk



Arnott 500 F3



March Cosworth 721/ Eifelland



Lotus 33 R10



Cosworth AWD



Vanwall VW5



Toj Cosworth SC302



Crossle 9S

Race Retro 25th February



Ari Vatanen Escort RS1800



Chris Birkbeck Ascona 400



Fm Jones 308 GTB



Neil Brighton Quattro Sport



Stuart Anderson Dolomite Sprint



Fm Wilkins COX GTM



Shaun Clorley Sunbeam Lotus



David Llewellyn Legacy

2017 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 not 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

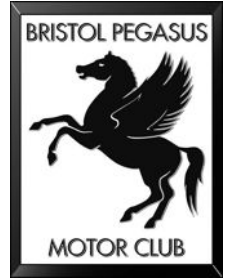
- Event organisers points will be awarded to those who organise any club event including non-competitive events including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers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

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



LLANDOW

May Sprint 2017



Llandow Circuit, Vale of Glamorgan

SATURDAY 13th MAY 2017

The Trident Engineering Welsh Sprint and Hillclimb Championship

The Bridge Tyres & Wheels ASWMC Sprint Championship

The DEWS Speed Championship

The Vincenzo & Son Bristol MX5 Challenge

Bristol Clio Cup

SBD HSA Speed Championship

HRCR Speed Series Championship

The 2017 May Llandow Sprint will again be organised by

Bristol Pegasus Motor Club and Bristol Motor Club.

Last years event was very successful with around 90 entries.

For 2017 we have two new championships with the HSA Speed Championship and the Historic Rally Car Register joining us for the first time in 2017

We are also pleased to again be rounds of both the WAMC and ASWMC regional championships

Regulations and entry details now available on the club website www.bristolpegasus.com

BPMC 2017 Pegasus Events

Date	Event	Location
Mon 13th Mar	Club Night an evening with Stuart Turner	BAWA 8pm
Sun 18th Mar	Pete Goodman's Brecon Drive	Chepstow
Sun 26th Mar	Spring Autosolo	Rolls-Royce
Mon 10th Apr	Club Night an evening with Anthony Reid	BAWA 8pm
Sun 23rd Apr	Cross Trophy Trial	Dundry
Mon 8th May	Treasure Hunt	
Sat 13th May	Llandow Sprint	Llandow Circuit
Sun 4th Jun	ACE Classic Tour	
Mon 12th Jun	Bring Your Car Night	
Mon 10th Jul	Evening Car Tour	
Sat 15th Jul	Frenchay Car Show	Frenchay Museum
Sun 13th Aug	Sunday Treasure Hunt	
Sat 19th Aug	Pegasus Track Day	Castle Combe
Mon 11th Sep	Club Night	BAWA 8pm.
Sun 24th Sep	NEW - St Peters Charity Tour	
Sat 7th Oct	Combe Autumn Classic	Castle Combe
Mon 9th Oct	Club Night	BAWA 8pm
Sat 21st Oct	Pegasus Sprint	Castle Combe.
Mon 13th Nov	Club Night	BAWA 8pm
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust

Backfire



Fm Jones Renault 5 Turbo Race Retro