

Backfire

Bristol Pegasus Motor Club Magazine



Cross Trophy Edition



May 2015

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Chairman's Chat

By Andy Moss

What a great evening we had at BAWA for the visit of Mike Costin. I did not count exactly how many were there, but I am guessing not far off of 60.

April means our annual trip to Dundry for our Trial – and fortunately it was not as wet this year. Everyone seemed to enjoy themselves – my personal thanks to everyone involved in running the event. Mal and Donny did an amazing job setting everything up, and Tim Murray did his usual excellent job of sorting out the results. At the end of the event we were also lucky to have a quick visit to Duncan's workshop – hopefully we did not interrupt his engine building too much. Duncan as always makes us very welcome – Thank you again.



As I write this, our next event is the Llandow sprint on Saturday, then we have a number of events that allow you to get out and use your car, or perhaps just come along and enjoy looking at other peoples. I am hoping for some sunshine for these events. Bob Bull will organise our first treasure hunt of the year and these are normally great fun, so please come out and join in. If you have not

entered one before I would encourage you to come out and have a go – it will be a good evening with a finish at a nice pub, early enough for a drink and a chat. All you need is a pen and a car!

Things are also coming together for our first sprint at Hullavington, entries are coming in at a steady pace and whilst we don't think the event will be a sell out we already have enough entries to make it worthwhile. If you have not entered yet it is not too late. A small group of us visited the venue again to make a few more repairs and



look at the layout of a couple of the corners. We believe what we have planned will be an improvement compared with the March event at the venue, with the changes resulting in a more flowing course. I was particularly pleased with what we have at the end of the runway, which is now a really nice bend rather than a sharp chicane.



Another date to add to your diary is our June 8th Club night – following on from the previous couple of years we will again have our “Bring your Car Night” and will again return to Redhill Village Hall, where we should have plenty of room for a good display - Bring Your Car, Bring a Friend.

Finally, a quick report on my own motoring activities. I have just got the Westfield out of winter hibernation and it has made the annual trip for its MOT, which it passed with no problems other than an advisory on a ball joint which is an easy job to swap. I have entered Hullavington in this, and it will be nice to get out and do my first Sprint for a while in it.

A few of you will know I have recently bought another Rover P6 to add to the one I have owned since the late 80's. This was a bit of an impulse purchase, as I saw it advertised for a good price and managed to knock a little bit more off. I don't intend keeping it on a long term basis but at the moment I am enjoying driving it and doing a few little jobs on it.

The latest purchase is a later series two car and it is interesting to compare the things that have changed on it with the earlier series one car I already own.

Hopefully I will take it out on the ACE Tour, which will have a brand new Gloucestershire route put together by Martin Emsley with help from Alan Spencer.



Editorial

It's already got to that time of the year where there are not enough days in the week to fit everything in. This month I have been extremely privileged to spend a few days with Peter Connew and Barry Boor as they put together some of the remains of the obscure 1972 Connew Formula One car in Peter's shed where it has lain hidden from public view since October 1973. This is all with a view to showing the remnants at a talk in Hertfordshire at the beginning of May.

Some how I also managed to find time to pop along to the Six hours of Silverstone where a six way three way battle was fought out between the victorious Joest Audi team, the incredibly fast Porsche team and the ever reliable Toyota team. Cars from all three manufacturers made it on to the podium with the Audi just 15 seconds ahead of the third placed Toyota. Based on that result this might be a good year to revisit Le Mans for the first time since 1992.

I also managed to fit in a visit to the Silverstone Classic Press day where another superb event featuring a mix of classic racing from pre war to 1990 era's is lined up for the 24th-26th of June, this year Silverstone Classic will be celebrating its own Silver Jubilee with a Silver Sunday parade of silver cars of any age on the track, I might be tempted to take my Golf up for that.

The press day was topped off with two superb rides around the track: one with John Denis aboard his Curtiss OX5 V8 powered 1907 Berliet, sitting 3 feet in the air without a windscreen or any discernable forward protection from the elements at 1,400 rpm (fourteen hundred) while whizzing along the Hangar straight was unforgettable as were the cornering capabilities of Nicholas Pellet's 1931 Talbot 105 Le Mans team car.

On the BPMC front I enjoyed the talk given by Mike Costin tremendously, his experience with the early days of Lotus and Cosworth up until 1990 reads like a book, and he confessed despite owning numerous books on Lotus and Cosworth he has never felt inclined to read them because he was there.

Unfortunately I had to give the Cross Trophy a miss this year, as I said there are not enough days to fit it all in, but from Tim Murray's report it looks as though a good time was had by all.

Looking forward we have not one but two sprints in May and I look forward to marshaling at both of them, Llandow on the 9th and Hurlingham on the Monday the 25th, if you can help out on either or better still both days you will be rewarded with a free lunch, great company and maybe a few interesting stories to tell.

Also look out for Bob Bull's Treasure Hunt on Monday May 18th, we will be meeting at the Layby on A38 near the Town and Country Lodge. Signing on at 7pm, last year I managed to compete on the event on my own. If you would like to join me this year don't hesitate to drop me a line. Wishing you all a safe month's motoring.

Ralph Colmar



May and June 2015 Event Summary

Saturday 9th May - Llandow Sprint

The May Llandow Sprint is again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we are again joined by the MGCC Luffield Championship, the Austin 7 Club, the Downton Mini Championship and for the first time in 2015 the Bristol MX5 Championship. We have once again received a good entry – pictures and a full report next month.

Monday 18th May - Treasure Hunt

Evening scenic drive with questions, finish at a good pub - Organiser Bob Bull. Start will be at Layby on A38 on the left (if leaving) after the Town and Country Lodge. 7:15pm start. Finish at Fox & Goose on the A38

Monday 25th May - Hullavington Wessex Sprint

It is with great pleasure that we are able to announce that the Wessex Sprint, which was held at Colerne Airfield for 30+ years until 2010, will be run, once again, on Monday 25th May 2015 at Hullavington Airfield, Wiltshire. A challenging and fast 1.5 mile course has been approved, for this event, by the MSA. The event will be a co-promotion between the Bristol Pegasus Motor Club, the MG Car Club (SW) and the Bristol Motor Club. As you may recall these are the clubs that co-promoted each of the Colerne Wessex Sprints. It is also pleasing to confirm that the experienced senior members of the organising team are retaining their roles on this occasion.

This event is bound to be popular so enter early to avoid disappointment. Regulations will be e-mailed to past competitors and will be available soon on the three clubs' websites as well as the event website at www.wessexsprint.org.uk As it is a closed MOD venue the only way to get to see the action is to marshal. The course has seven marshals posts, so if you want to be there contact chief marshal Pete Goodman as soon as possible (pete.1goodman@talktalk.net or 01179 605367) we expect a lot of interest in being there on the day so get your name down early.

Sunday 31st May – ACE Classic and Sports car Tour

On the last day of the May we have the ACE tour. This charity tour is always a lot of fun and this year we will have a completely new route devised by Martin Emsley with help from Alan Spencer. The event is aimed at Classic and Sportscars, but there is no minimum age for cars and you will be made very welcome whatever you drive. Last year the day raised money for Prostate Cancer Charities, with £1700 being shared between two charities. Having focused on a male orientated charity last year this year the funds raised will be going to breast cancer charity BUST, the Breast-cancer Unit Support Trust.

Monday 8th June – Bring Your Car Night and BBQ

For the second year we be holding our Mid-summer Bring your Car Night at Red Hill Village Hall, near Bristol Airport, post code BS40 5SG. We will be meeting from 7pm and will again have a few fun driving activities as well as displaying our cars.

Saturday 22nd August – Castle Come Track Day

Finally a reminder that our Castle Combe Track Day is on August the 22nd this year and entry information is now available from the club website, which has all the information you need in a special Castle Combe day section.

<http://castlecombetrackday.bristolpegasus.com>

Welcome New Members

Welcome to Mark Nicholson, Kim Kohn, Brian Meyers, Oswald Reid, Chris Eaton, James Meyers, Michael Dentten, Carsten Urbani, Alan Boulton, Graham Volk, Laurence Penney, Jacqui Furneaux and Andy Richards.

Marshals Wanted

Bristol Pegasus Motor Club & Bristol Motor Club are jointly holding two Sprint events in May for which a number of Marshals are required. For both events the usual requirements of Post, Startline & Paddock Marshals are required.

The first is the annual Llandow Sprint, taking place on **Saturday 9th May** at Llandow Circuit, South Wales. As usual with BPMC events all Marshals will be entitled to a lunch voucher in the on-site cafe and any Severn Bridge Tolls incurred will be refunded on production of a receipt.

If you can help out please contact Chief Marshal Mark Tooth by e-mail mark.tooth@tiscali.co.uk or phone 07798 845024

The second event is the return of the Wessex Sprint to our events calendar. Those of you who have been involved for a few years may remember our annual May Bank Holiday Sprint that was run at Colerne airfield until we lost the venue a few years ago. This years event takes place on **Monday 25th May** at Hullavington airfield. Once again, lunch vouchers will be available for all Marshals.

If you can help out please contact Chief Marshal Pete Goodman by e-mail pete.1goodman@talktalk.net

If you can volunteer your valuable time it would be greatly appreciated, a great days motorsport with your input, and as close to the action as you can get without being in a car!!

Deadline for Next Backfire: 21st May 2015

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

Mike Costin Talk - Monday 20th April

Report by Tim Murray

Thanks to the good offices of Rob Ford at Club Lotus Avon, we were very fortunate to get Mike Costin to come along and talk to us about his life and times.

Mike started off by giving us a resume of his life. He had left school just after the end of World War Two and joined de Havillands as an engineering apprentice. His eldest brother Frank had been totally involved in aircraft from a very early age, and Mike followed in his footsteps. When the apprenticeship ended he went off to do his National Service in the RAF, and then returned to de Havillands as a design draughtsman.

Until then he hadn't given a thought to doing anything with cars, but one of his de Havilland colleagues was Peter Ross, who was very much involved in the early days of Lotus. Peter introduced him to Colin Chapman, and Mike started helping out at Lotus in his spare time. He initially worked on the Mk VI, but then Chapman decided he wanted to build an aerodynamic racing car. Mike didn't think much of the proposed design, so with some difficulty talked his brother Frank, who was then also at de Havillands working as an aerodynamics test engineer, into seeing if he could improve upon it, which he did. The result was the Mk VIII, and began Frank's involvement with racing car aerodynamics.

At the end of 1954 Chapman decided to get rid of all the 'amateur' helpers and actually start paying people for their services, so Mike left de Havillands and started working for Lotus full time. The Mk VIII evolved into Mks IX and X, and Mike spoke of the constant battle between his brother Frank and Chapman over aerodynamics – Colin was always looking to reduce frontal area to the absolute minimum, whilst Frank wasn't too worried about frontal area as long as the aerodynamic shape was good.

After working on the Elite ('great car, but didn't make any money') and the Fifteen, Mike was involved with the Seventeen, which had Chapman struts all round. Unfortunately the front struts were so short that they tended to lock up in corners. Mike was testing one at Brands when this happened going into Paddock bend, and the ensuing hairy moment saw him spin a long way, missing the infield side of one of the marshals' posts by inches. After that he persuaded Colin to fit normal wishbone suspension at the front.

By this time a young lad called Keith Duckworth had appeared on the scene. Initially working at Lotus in his university vacations, he joined them full time after graduating and started work trying to make the notorious Lotus 'queerbox' work. Mike was very impressed with him ('a clever sod') but Chapman wasn't so keen. Duckworth was a perfectionist, never willing to try anything until he'd thoroughly thought it through and was pretty sure it would work, whilst Chapman was the

opposite, always wanting to try new ideas as soon as they occurred to him.

Mike was also getting a little frustrated with Chapman and his way of doing things, and as he and Duckworth worked well together, they decided to set up in business preparing racing cars, although Mike couldn't join the company full time until his Lotus contract expired in 1962. Cosworth quickly established a very good reputation in the racing world. They had been using Ben Rood's small engineering firm to make parts for them. Mike said that Ben was a genius who could make anything out of metal, so when Cosworth moved to Northampton in 1964 Ben came with them and was in charge of manufacture, with Duckworth responsible for design, and Mike for testing and assembly.

Cosworth had started to build engines for Formula Junior cars in 1959, and later designed and built F3 and F2 engines, which were very successful. Mike told us that the secret of their success was Duckworth's cylinder head design, which created the right amount of turbulence in the combustion chamber. As Mike told us, they had got used to winning, so when they moved into F1 with the DFV they expected to win.

Mike had done a lot of racing in his younger days with some success, and became the first person to drive the prototype Lotus 49 fitted with the first DFV engine. He found the car undrivable at first, but after checks were made it was found that the car had been set up with no less than 2½ inches rear toe-out. Once this was sorted, the car felt good. Mike went on to tell us about some of the early problems with the DFV, including the torsional vibration issue which led to several timing gear failures, resolved by an ingenious bit of design from Duckworth.

Cosworth went on from strength to strength. Duckworth, the major shareholder, sold the company in 1980 following his initial heart problems, but Mike stayed on running the business until his retirement in 1990. Mike is very modest about his own contribution to Cosworth's success, but it's pretty obvious that whilst Keith Duckworth was the design genius, Mike was the level-headed, no-nonsense person who ran the company very successfully. Mike himself reckoned that, although he's been retired now for twenty-five years, if he walked into Cosworth today he'd still know the first names of more people on the shop floor than would any of the current board.

Mike went into some detail about the casting process Cosworth developed for casting aluminium alloy cylinder blocks and heads without suffering the weakening effect of hydrogen entrapment during the casting process. This made use of an eddy-current pump to pump the aluminium into the moulds. Ford had to copy this process, and they now use it in Detroit and elsewhere.

In response to a question, Mike spoke about the Cosworth four-wheel-drive F1 car. Robin Herd had come from McLaren to design this, and although he and Duckworth were both enthusiastic about the 4-w-d concept, Mike felt that Robin

possibly didn't give the design his full attention, as he was becoming involved with the setting up of March. There had been a problem with the hub/wheel bearing/wheel mount assembly which Duckworth had come up with a design to resolve, only to find a similar design appearing on the following year's March. Trevor Taylor and Mike tested the Cosworth, which Mike described as undrivable – his arms were worn out after five laps .

Mike was asked about Graham Hill. He recounted the well-known tale about how Graham had latched onto him and Chapman 'like a sticky piece of paper' at one race meeting, wouldn't go away, and eventually scrounged a lift back to London with them. After dropping him off, Chapman asked Mike who his friend was. Mike had thought he was Colin's friend. This led to Graham joining Lotus, supposedly in charge of gearbox build, but Mike reckoned that Graham liked the gearbox shop because it had a phone, on which he spent many hours ringing people up trying to scrounge race drives.

Mike told us that his real passion in life has always been flying, and to this day he's still flying gliders and single-engine aircraft. As he said, he's never worried about engine failure in single-engined aircraft – he does far more hours every year in gliders, so if his engine ever stops he'll be able to cope.

We'd like to thank Mike for his excellent talk, and Rob Ford of Club Lotus for making it possible.



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](#)



Cross Trophy Production Car Trial - Dundry

By Tim Murray

Following the mud bath in heavy rain last year, some of us were getting a bit nervous in the days preceding this year's event. The forecast didn't look too promising a week beforehand, but improved as the day approached. After some rain on the Saturday, Sunday stayed dry but chilly throughout, with some sun as well from time to time.

This posed different problems from last year for Clerk of the Course Mal Allen. Although the field was fairly damp and slippery at first, it soon dried out, making it difficult to create a real challenge for the trialling experts. However, as always, Mal and Donny did a great job in setting up the hills, and the event was enjoyed by everyone, from novice newcomers to the expert regulars. As usual the event was run as a dual-permit event, with the National B event a round of both the ASWMC and Cotswold MSG trials championships, although support for both these championships seemed a little down on previous years.

In the National B event the Buckle family resumed their rivalry from last year in Class 1. This year they were even closer, both ending up with the same total of 6 penalty points. In the end the only way to separate them was on the 'furthest cleanest' basis, which gave the class win to Chris, just. Another good performance came from David Robinson. Having damaged his usual Scimitar SS1 in three separate accidents (not all his fault!) on the previous weekend's trial, he was sharing Brian Alexander's Suzuki X90, and rather unkindly beat the car's owner to win Class 2. Our own Alan Spencer was also going great guns in the Parsons Special.

In the Clubmans event there were, unusually, no Class 1 contenders. Best performance of the day came in Class 2, where Dick Glossop scored only 2 penalties in his beautiful little Liege trials special. Actually it's not just a trials special – Dick and his wife Sally will soon be putting it on the train to Italy and then doing some touring through the Italian countryside in it – they assured me there is room in it for more than just a pair of toothbrushes.

There were a couple of impressive trialling debuts. Many will remember the excellent talk given to the club in 2013 by Jacqui Furneaux on her amazing adventures travelling the world on her Royal Enfield motorcycle. She had been persuaded by Alan Spencer to have a go at a trial in his Parsons, and quickly got the hang of it, eventually just pipping Nick Wood for third place in Class 2. Jacqui said she'd had a whale of a time.

Joe Trott and James Robertson had impressed back in January when they won our Nav Ex in Joe's wonderful V8-powered Cortina. Now Joe pressed the Cortina into service as a trials car, with James as passenger. The car did its best, but suffered from overheating which meant that it had to miss quite a few of the hills to cool down, but did very well in the ones it did attack, and made a glorious noise while doing so.

Thanks to all those who worked hard to make the event a success, including Clerk of the Course Mal Allen and marshals Donny Allen and Liz Moss. Especial thanks to Anna Robinson, David's wife, who wasn't needed as a passenger this time, so volunteered to marshal.

Finally, as always, very many thanks to the ever-tolerant Duncan Pittaway. This year not only did he have to put up with us destroying his field as usual, but since his enormous LSR Fiat has been making headlines recently, he had to put up with invasions of his workshop by loads of people wanting to inspect the beast, whilst Duncan himself was trying to assemble an engine to take him racing at Donington the following weekend. We owe Duncan a great deal.

Results:

National B event for the ASWMC and Cotswold MSG championships

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>	<u>Index</u>	<u>O/A</u>
1	1	Chris Buckle	Citroen AX	6*	0.455	1
	2	Philip Buckle	Citroen Saxo	6*	0.455	2
	3	Ray Jacobs	Citroen AX	8	0.606	3
	4	Howard Stephens	Citroen Saxo	9	0.682	4
	5	Andy Webb	Alfa Romeo 145	37	2.803	8
2	1	David Robinson	Suzuki X90	8	0.702	5
	2	Alan Spencer	Parsons	12	1.053	6
	3	Brian Alexander	Suzuki X90	21	1.842	7

*tie resolved on 'furthest cleanest' basis (T7.4.2)

Awards:	1 st Class 1	Chris Buckle
	Best BPMC member on index	Alan Spencer (Cross Trophy)

Clubmans Event

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>	<u>Index</u>	<u>O/A</u>
2	1	Dick Glossop	Liege S	2	0.130	1
	2	Andy Moss	Marlin	23	1.494	3
	3	Jacqui Furneaux	Parsons	25*	1.623	4
	4	Nick Wood	Marlin	25*	1.623	5
3	1	Joe Trott	Ford Cortina	215	1.000	2

*tie resolved by lower number of zero scores (T7.4.2)

Awards: 1st Class 2 Dick Glossop

Cross Trophy Trial - Sunday 26th April 2015



Cross Trophy Trial - Sunday 26th April 2015



Bristol Pegasus Fantasy Formula One 2015

Results After Bahrain Grand Prix



Jon Dee remains top but he started with bonus points for not spending all his budget - can Ferrari do enough to keep him there or will those with Mercedes cars and drivers catch up ?

Please check your entry and let Andy Moss (andy@mossdata.co.uk or 07710 000144) know if there are any mistakes or omissions.

NAME	DRIVER 1	DRIVER 2	TEAM 1	TEAM 2	ENGINE	SCORE
JON DEE	RAIKKONEN	VETTEL	FERRARI	LOTUS	FERRARI	187
KEN ROBSON	ROSBERG	VETTEL	FERRARI	SAUBER	FERRARI	162
ALYSON MARSDEN	HAMILTON	ROSBERG	FERRARI	SAUBER	SAUBER	156
HELENA SARSTED	ERICSSON	GROSJEAN	LOTUS	MERCEDES	MERCEDES	143
DAVE CUTCLIFFE	NASR	RAIKKONEN	LOTUS	MERCEDES	WILLIAMS	142
MATT JOHNSON	GROSJEAN	RICCIARDO	FERRARI	LOTUS	MERCEDES	136
MIKE MARSDEN	GROSJEAN	ROSBERG	MERCEDES	SAUBER	LOTUS	134
SHARON REYNOLDS	ERICSSON	HAMILTON	FERRARI	MCLAREN	ROSSO	133
AUDREY KING	HAMILTON	RICCIARDO	FERRARI	LOTUS	SAUBER	132
TIM MURRAY	BOTTAS	HULKENBERG	LOTUS	MERCEDES	SAUBER	130
DONNY ALLEN	HAMILTON	ROSBERG	LOTUS	ROSSO	FERRARI	128
DICK CRADDY	HAMILTON	VETTEL	INDIA	ROSSO	WILLIAMS	127
CHRIS THOMPSON	HAMILTON	SAINZ	INDIA	ROSSO	MERCEDES	125
MARTIN EMSLEY	HAMILTON	PEREZ	SAUBER	WILLIAMS	WILLIAMS	123
CHARLIE EMSLEY	BOTTAS	ERICSSON	LOTUS	MERCEDES	INDIA	119
JOE ROBSON	RICCIARDO	VETTEL	FERRARI	ROSSO	INDIA	118
ANN FARROW	BOTTAS	ROSBERG	SAUBER	ROSSO	MERCEDES	117
ROSS WILLING	ALONSO	HAMILTON	FERRARI	INDIA	ROSSO	116
CHRIS BENNETT	BUTTON	RAIKKONEN	FERRARI	MCLAREN	FERRARI	114
MARY CRADDY	BOTTAS	ROSBERG	FERRARI	INDIA	LOTUS	113
MARK NIBLETT	HAMILTON	MALDONADO	LOTUS	WILLIAMS	WILLIAMS	111
MICHAEL GRIFFITHS	BOTTAS	HAMILTON	INDIA	ROSSO	WILLIAMS	110

CHARLES ALEXANDER	BOTTAS	PEREZ	ROSSO	WILLIAMS	INDIA	105
MARK ELVIN	BOTTAS	HULKENBERG	ROSSO	WILLIAMS	WILLIAMS	104
ANDREW MOSS	BUTTON	MALDONADO	LOTUS	WILLIAMS	MERCEDES	101
MAL ALLEN	BUTTON	PEREZ	INDIA	MERCEDES	LOTUS	101
MICHELLE RADCLIFFE	RAIKKONEN	RICCIARDO	FERRARI	MCLAREN	SAUBER	101
ALISON BENNETT	HAMILTON	VETTEL	INDIA	MCLAREN	LOTUS	97
BOB BULL	BOTTAS	BUTTON	LOTUS	WILLIAMS	FERRARI	97
KATE HARRIS	GROSJEAN	VETTEL	INDIA	WILLIAMS	REDBULL	97
SAM THOMPSON	BOTTAS	MASSA	INDIA	LOTUS	MERCEDES	94
SIMON MOSS	BUTTON	ROSBERG	INDIA	LOTUS	MERCEDES	93
PAUL BEAL	BUTTON	VETTEL	FERRARI	MCLAREN	MCLAREN	88
JAMIE BEAL	ALONSO	HAMILTON	LOTUS	MCLAREN	WILLIAMS	80
BILL FARROW	BOTTAS	HULKENBERG	INDIA	MCLAREN	MERCEDES	79
TOM DEE	BOTTAS	KVYAT	ROSSO	WILLIAMS	FERRARI	75
JOHN HARRIS	BOTTAS	BUTTON	LOTUS	MCLAREN	MERCEDES	73
LIZ MOSS	BUTTON	VETTEL	LOTUS	REDBULL	LOTUS	73
PETE STOWE	BOTTAS	RICCIARDO	LOTUS	MCLAREN	WILLIAMS	65
JOSH BEAL	BUTTON	HAMILTON	INDIA	MCLAREN	MCLAREN	58
JEFF OAKLEY	BOTTAS	ROSBERG	MCLAREN	ROSSO	MCLAREN	54



Upcoming Races

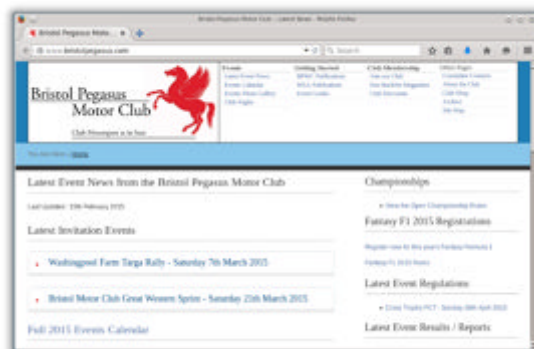
Round	Date	Race	Circuit	Live on BBC
5	10-May	Spanish Grand Prix	Catalunya	No
6	24-May	Monaco Grand Prix	Monte Carlo	No

Pegasus on the Web and Social Media

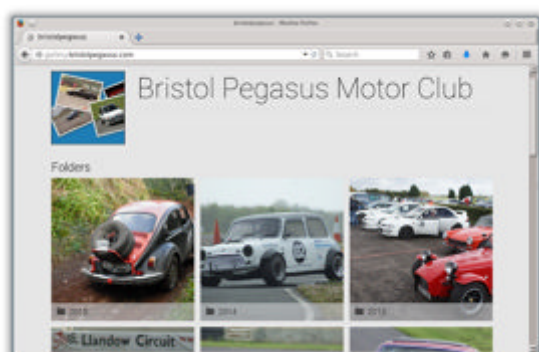
The club has a number of useful resources on the internet

Club Website – www.bristolpegasus.com

The club website is the place to go for information on forthcoming events, join or renew your membership or look up information about club officials and the club itself. Online entry is available for our major events, as well as for competitions such as our Fantasy F1. Results from events are published here along with information on events we have been invited to by other clubs. You can read past copies of the club Backfire magazine and there are also publications such as guides to getting started in different motorsport events. Links to the other club internet resources, as well as links to other interesting websites can also be found here.



Club Photo Gallery – gallery.bristolpegasus.com



Here you will find lots of photos from past club events, as well as other events that members have attended or entered. There are hundreds of photos and this is an ideal place to get a feel for the sort of events you can enjoy as a Pegasus member.

Club Facebook Page – bristolpegasus.com/facebook

Our facebook page contains major news and information about the club. As well as giving the club a presence on this popular site it allows members to follow this page on facebook so updates appear automatically on their facebook feed. All the posts on this page come from the club itself and typically will include things such as a new Backfire magazine being available or



entry forms for a major event being made available. You do not need to be a facebook member to read the contents of this page, but will need to join facebook to automatically receive updates.

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



The Pegasus facebook group is a place where members can post and discuss their motoring and motorsport activities. Similar to a forum the facebook setup makes it easy to post pictures as well as text, and makes it easy for people to comment on what has been posted. You have to be a facebook member to join the group, but this is free to join. If you are not a fan of facebook you can set up a very basic profile without the need to reveal more online than your name – and if you don't want to do that you can always sign up under an alias. Despite being quite a new

facebook group we already have a good number of members and there are a lot of interesting posts.

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

If you just want the most important announcements sent to you automatically you can follow the club on twitter. You will receive a message when important things like event entry forms are released or when the latest club magazine is available. If you are a regular twitter user and wish to mention the club in your own twitter messages don't forget to include

@BristolPegasus in your tweet. You need to be a twitter member to get automatic updates sent to you on your PC or phone, but if you just want to read past messages from the club you can simply point your web browser at the address above.



E-Mail Lists

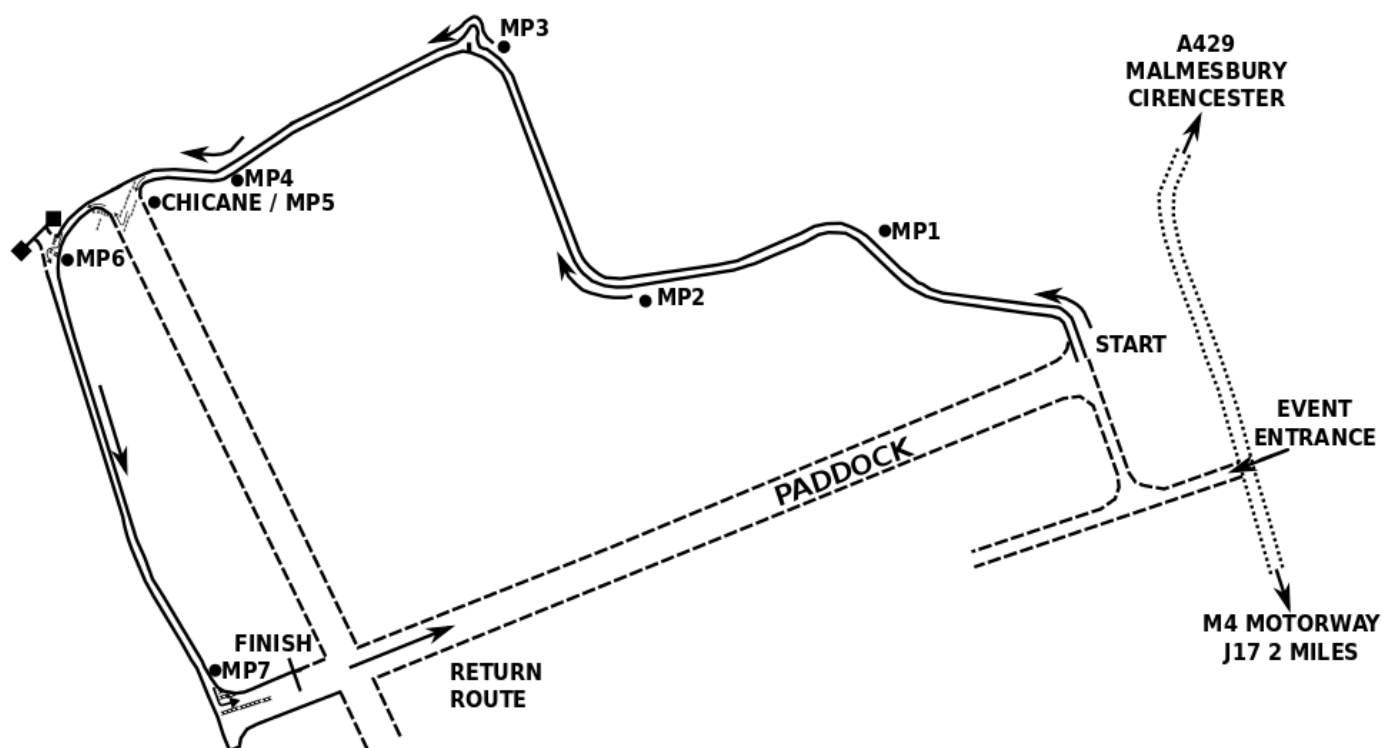
If you wish to be the first receive a mail when entry forms are available for our Sprint Events or Castle Combe Track Day we can add you to our e-mail lists. Mail enquiries@bristolpegasus.com and let us know which events interest you.

**Bristol Pegasus Motor Club
MGCC South West & Bristol Motor Club**

The Hullavington Wessex Sprint

Monday the 25th May

**The Clubs that brought you the popular Wessex Sprint are
pleased to announce the event will return at a new venue
A 1.5 Mile Airfield Course with fast sweeping bends**



**This event is bound to be popular so enter early to
avoid disappointment**

**Regulations will be e-mailed to past competitors and
will be available soon on the three clubs' websites
and the event website at www.wessexsprint.org.uk**

Bristol Pegasus Track & Tuition Day Castle Combe



Saturday 22nd August 2015

**Tickets now on sale for our Annual
Castle Combe Track Day**

BPMC member price held for the 5th year at £129.00

This is your chance to drive your own car at Castle Combe Circuit

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
 - No extra charges for passengers
- Share tickets between two drivers or cars at no extra cost
- A true club day - run for the benefit of members not for profit
 - All you need is a helmet and ordinary driving license
 - Sensible drivers with good on track driving standards

See club website www.bristolpegasus.com for entry details or contact Tim Murray if you require a printed entry form posted

This event is always popular - Send your entry in NOW !

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 : For the summer we will be out and about in the area -
Our next formal meeting at BAWA will be in September**

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!

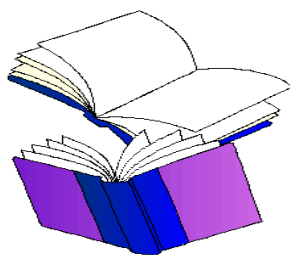


Sweatshirts & polo shirts are available in the following colours and sizes:

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.

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**

All commission to Wiltshire Air Ambulance



A.C.E (All Classic Enthusiasts) & Pegasus Motor Club

Booking Form



2015 Classic Vehicle Charity Tour

Sunday May 31st

We will be taking in the delights of South Gloucestershire/Wiltshire and Gloucestershire, for this years Charity Tour; as always 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.

This year we are returning to the BAWA Club for the start of the tour. Tea and coffee will be provided, and there are toilets available on site.

PLEASE ASSEMBLE BY 9.45AM

It has been determined that our charity for this year is:

B.U.S.T. Breast-cancer Unit Support Trust

In the view of the Committee this local 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 hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the 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: -

Mrs. Brigitte Purnell, 127, Marsh Common Road, Pilning, South Glos. BS35 4JU.

Tel:

01454 632101

(Please make cheques payable to ALL CLASSIC ENTHUSIASTS or A.C.E.)

If a receipt is required, please tick box and enclose a stamped self-addressed envelope.

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A1 Auto Collectables



We stock a large range of auto memorabilia including;

- Grille badges
- Old signs, Banners and Posters
- Car brochures
- Motor sport programmes, year books and Trophies
- Old oil tins and bottles
- Books, workshop manuals and parts catalogues
- Period car accessories, Tools and garage equipment
- AA and RAC memorabilia

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 Castle Combe Race Meetings



Howard's Day, Monday 6th April

Celebrate the start of the season with some fantastic racing in memory of the great Howard Strawford. Look forward to track action from each of the home championships & sports series, the superb Mini Miglias & 7s, the MGCC Midget & Sprite Challenge & the inaugural visit of the Welsh Sports & Saloon Car Championship!

BARC Motors TV Race Day, Monday 4th May

Joining the Castle Combe Championships in their second round of the season will be a great variety of BARC Championships including races from the Classic Touring Car Racing Club and the Classic Formula Ford 1600s, with live broadcasting on Motors TV for fans to enjoy across the world!

BRSCC Whitsun Race Day, Monday 25th May

Look forward to a fantastic day of racing with the BRSCC including the Mazda MX-5 Championship and SuperCup plus their Ultimate Saloon Championship. Expect great action from the three Castle Combe Championships now all in full swing and enjoy the endurance racing of the Dave Allan Trophy.

BRSCC Race Weekend, Saturday 18th & Sunday 19th July

BRSCC are back, bringing even more great racing alongside round 4 of the home Championships. Watch the Avon Tyres Caterham Championships, the Toyo Tires Honda VTEC Challenge & Smart 4Two Cup plus the hugely popular BRSCC Mighty Minis & Super Mighty Minis. If all that wasn't enough there's also the Ford Fiesta & Fiesta Junior Championships!

Summer Race Day, Saturday 8th August

Enjoy a wonderful day of summer racing with the 5th round of the Castle Combe Championships and the 2nd round of the Sports Racing Series. Enjoy a definite MG theme to the day with the MG Trophy, Metro Cup, as well as the MGCC BCV8s and Thoroughbred Sportscars!

August Bank Holiday Race Day, Monday 31st August

Alongside the Castle Combe Championships and Sports Series, now nearing this season's crescendo, enjoy the unmistakable sound of the 'prancing horses' as the Ferrari Owners' Club returns for two races as does the great Monoposto Racing Club with their super speedy Single Seaters!

September Race Day, Saturday 5th September

It's a day of visiting clubs and championships for this meeting including the Caterham Graduates as well as the 750 Motor Club with double headers of their super-fast RGB and Sports Specials Championships. The Track Attack Racing Club will also be in attendance with the Nippon Challenge and the Toyota MR2s.

Autumn Classic, Saturday 3rd October

A wonderful revival of the motoring joys of yesteryear which fills the paddock, track and car parks on this superb day. Prepare to take a trip down memory lane again this year with some delightful displays & great historic racing plus the nostalgic atmosphere which attract thousands of enthusiasts! Find out more on the dedicated Autumn Classic website; www.castlecombeautumnclassic.co.uk

Grand Finals Race Day, Saturday 10th October

Enjoy the climax of the Castle Combe Championships & Sports Racing Series and see who will wear the last Laurel wreaths of 2015! Entertainment also comes in the form of an HSCC Historic Formula 3 double header, the Formula Ford Carnival Race as well as tin top action from the Production BMW Championship & the Sports vs Saloons open race; a thrilling end to the season!

www.castlecombecircuit.co.uk • 01249 782417

Bristol Pegasus Motor Club

Club Motorsport at its best



Pegasus Motor Club
Bring Your Car Night and BBQ
Redhill Village Hall - Bristol - BS40 5SG
On Monday the 8th of June at 7pm
for further info please call Nick 07786936941



Remember When ?



Backfire



On May 31st, 1965 Jim Clark drove his Ford powered asymmetrically suspended Lotus 38 to victory in the 49th International 500-Mile Sweepstakes at Indianapolis to become the first man to win the World Drivers Championship and the "500", later in the year he became the only man to win the "500" and the World Drivers Championship in the same year.

BPMC 2015 Events Calendar

Month	Day	Date	Event	Location
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	Mon	25th	Wessex Sprint	Hullavington Enter Now ! www.wessexsprint.org.uk
May	Sun	31st	ACE Classic and Sports Car Tour	Classic, Sports and Kit Car Charity tour BAWA Start Regs Now Available
Jun	Mon	8th	Bring Your Car Night Redhill Village Hall	Bring your car along to our summer club night
Jun	Sat	20th	Classic, Kit & Retro Day	Castle Combe
Jun	Sun	28th	Rotary Classic Tour	Chipping Sodbury
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	Pegasus 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