

Backfire

Bristol Pegasus Motor Club Magazine



Competitors await the results of the Cross Trophy Trial



May 2016

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Chairman's Chat

By Andy Moss



We had an excellent turnout of both Competitors and Marshals for our Cross Trophy Trial at Dundry. Everyone seemed to enjoy themselves – my personal thanks to everyone involved in running the event. Mal did an amazing job setting everything up, and Tim Murray did his usual excellent job of sorting out the results. Duncan 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. 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! Full details later in Backfire.

Our last event in May is a visit to the drag strip at Shakespeare County Raceway, where as well as watching the serious competitors going down the strip you can also have a go yourself at a very reasonable price with no requirement for anything more than a crash helmet and a roadworthy car.

Entries for the ACE vehicle tour on June the 5th are also now open. This is an idea opportunity to get out and about in your Classic, Sports, Competition or Kit Car - any car is very welcome and there is no minimum age. The event will this year be raising funds for cancer charity Sarcoma UK - a very worthy cause. Further details later in Backfire.

Another date to add to your diary is our June 20th 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.



Editorial

It's been another busy month, unfortunately due to work commitments less so on club related activities than I would like.

After a very early morning work related trip to the Midlands I just made it down to Duncan Pittaway's farm in time to catch the results of the Cross Trophy, see cover photo, congratulations to David Robinson and Artist Stefan Marjoram who finished with the lowest Index Scores in the National B and Clubmans category respectively, both driving Scimitar SS1s and to Andy Moss for winning the Cross Trophy by achieving the lowest score by a club member.

The next event I managed to get to was the VSCC Spring Start at Silverstone where Duncan Pittaway came home fifth in the Race for Vintage Racing Cars with his 1921 Curtis V8 powered GN - Vitesse on a sunny day with seasonal biting winds.

Finally I managed to visit Pembrey for the first time since 1990 and spent a lovely day in driving drizzle watching some 52 races, not including many restarts, that made up the 3rd round of the MSA British Rallycross Championship.

Among many entertaining highlights of the day was seeing triple British Rally Champion David Llewellyn make his Rallycross debut at the wheel of a Honda Fireblade powered RX150 buggy.

Looking forward unfortunately I will not be able to make it to the Llandow Sprint on the 7th or to Bob Bull's Spring Treasure Hunt on the 16th which will be starting from Gordano Services at 7:30pm, though I hope to make it for a photocall to the latter.

My thanks to Bob Bull for his article on his son Oliver's exploits racing in the Castle Combe GT championship, Ben Goodman on his last drive in the Green Power championship, to Phil the Speed Jones for more on some of the classic motor cars he has owned, to Tim Murray for the Fantasy Formula One score and his article on the Cross Trophy and to Andy Moss for keeping Backfire on trend.

If you have thoughts and or photographs you would like to share with your fellow members don't be shy, get in touch.

Wishing you all a safe month's motoring.

Ralph Colmar

A Warm Welcome To New Members

David Baker, Paul Silcox, James Walsh, Andrew Webb and Andy Webb.

Events Calendar

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

Monday 16th May - Bob Bull's Spring Treasure Hunt

Bob's traditional Spring Treasure Hunt will be starting at Gordano Services at 7:30pm on Monday the 16th of May.

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



Invitations

May 7th Miglia Quadrato Treasure Hunt City Of London

Miglia Quadrato, a treasure hunt, has been organised in the City of London for over 50 years by United Hospitals and University of London Motor Club who have extended an invitation to BPMC members to compete this year on May 7th.

For details contact John Gilbert at uhulmc@k3g.net tel : 01462 674887 entries close April 23rd.

Marshals Wanted

14th May 50th Plains Rally, Mid Wales

Knutsford and District Motor Club will be running the 50th Plains Rally in the Gartheiniog, Dyfi, & Pantperthog Forests on May 14th if you are interested in Marshalling please visit www.plainsrally.co.uk/marshals or call Mike Timmins on 07747 620009.

15th May 2016, MSVR Bolton Midnight Rally, Snetterton

Despite its name this event will aim to run from 07:30 to 18:00, if you would like to volunteer your time please contact Chief Marshal Andy Long email – Marshal@blmcc.co.uk mobile - 07989354260

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 12th
SEPTEMBER 7:30 for an 8pm start in Room 7**

Cross Trophy Trial - 10th April

By Tim Murray

The weather forecast for Sunday 10th April didn't look too bad. It was going to be a chilly day with very strong winds, but with no rain forecast until the evening. Fortunately Duncan Pittaway's farm was sheltered from the prevailing air currents by Dundry Hill, so we weren't really troubled by wind in the course of the event.

As event secretary my job on the day was easier than usual as most people had entered in advance, so I was spared the usual panic caused by a flood of entries on the day. Club member and ASWMC trials co-ordinator Mark Hoppé had done a fine job rounding up ASWMC entrants, but there were fewer than usual from the Cotswold Motor Sport Group. This resulted in an entry of twenty competitors, with twelve in the ASWMC/Cotswold championships event and eight in the clubbie event. All but one of the eight front-wheel-drive entries were Citroën Saxos – I'm not sure why Saxos make such good trials vehicles.

Clerk of the Course Mal Allen and his team laid out five hills which were testing enough to sort out the experts without being impossible for the novices. These were each run six times, giving a total of 30 hills.

In the championship event Shawn Franklin came out on top in Class 1 (FWD unballasted). There was a tight three-way struggle in Class 2 (FWD ballasted) which resulted in a tie for first place. This was resolved in favour of Philip Buckle as he had the fewer number of zero scores. David Robinson in his Reliant SS1 won Class 3 and put up the best performance on class index.

In the clubbie event Stefan Marjoram, driving Duncan's long-suffering Reliant SS1, achieved the best index score but the Cross Trophy went to Andy Moss, who had the best index score by a Bristol Pegasus member. Sadly, the fascinating little Marina Special of Roger Metters had to retire with mechanical problems after a couple of rounds of hills.

Thanks as always to all those who turned out to help run the event, including Simon and Rich Child who originally planned to compete, but stayed on to marshal when they had problems getting their car into the trials field.

Once again we're very grateful to Duncan Pittaway for letting us loose in his field and for providing another guided tour of his workshop, which in addition to all the other treasures now includes a Cheetah – I can't wait to see that in action when its rebuild is complete.

The weather forecast turned out to be spot-on - the rain started in earnest just as we got home.

Results

National B Event for the ASWMC & Cotswold MSG Championships

<u>Cl</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>	<u>Index score</u>	<u>O/A Pos</u>
1	1	Shawn Franklin	Citroen Saxo	57	98.3	2
	2	Mark Hoppe	Citroen Saxo	62	106.9	7
	3	Nick Cleal	Citroen Saxo	74	127.6	9
	4	David Atkins	Citroen Saxo	95	163.8	10
2	1	Philip Buckle	Citroen Saxo	64*	100.0	3=
	2	Ray Jacobs	Citroen Saxo	64*	100.0	3=
	3	Howard Stephens	Citroen Saxo	67	104.7	6
3	1	David Robinson	Reliant SS1	63	83.1	1
	2	Brian Alexander	Suzuki X90	127	167.5	11
	3	Andrew Wood	Suzuki X90	140	184.7	12
4	1	Nigel Weeks	Hillman Imp	48	100.0	3=
	2	Gemma Weeks	Hillman Imp	53	110.4	8

* tie resolved by greater number of zero scores

Awards: 1st Class 1

Shawn Franklin

Clubmans Event

<u>Cl</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>	<u>Index Score</u>	<u>O/A Pos</u>
1	1	Dexter North	Citroen Saxo	88	100.0	2=
2	1	Pete Turner	Fiat Panda	153	100.0	2=
3	1	Stefan Marjoram	Reliant SS1	132	99.7	1
	2	Jim Walsh	Suzuki X90	134	101.2	5
	3	Laurence Price	Reliant SS1	149	112.5	6
5	1	Andy Moss	Marlin	87	100.0	2=
	2	Nick Wood	Marlin	121	139.1	7
	3	Roger Metters	Marina Special	Ret		

Awards: Cross Trophy (best BPMC member)

Andy Moss

Cross Trophy Trial Photos By Alan Dilamore



Cross Trophy Trial Photos By Alan Dilamore



It's that time again...

The build up to our first race, having supported Oliver Bull for 15 seasons, the excitement still surprises me. Last year we raced in the GT championship at Castle Combe after a number of years in Caterhams and Formula Ford this was a new venture.

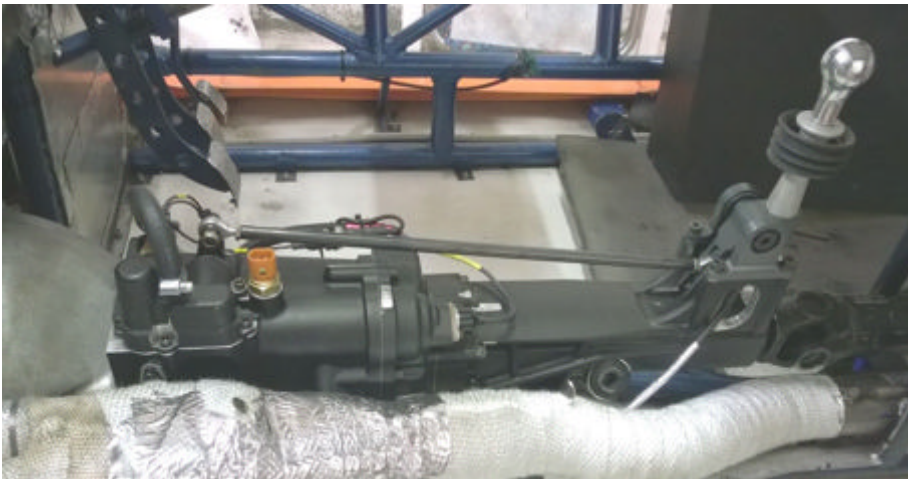


Oliver's uncle, Jerry Irwin built up a space frame silhouette Tigras profile car. We did an initial test and all went well, this was followed by a First race win and the rest as they say is history.

However it wasn't all plain sailing following an engine blow up due to oil pressure failure a new block was purchased and new oil pump fitted, unfortunately it was shipped with the

adjustable pressure at 0!

A second block and we were under way again having missed two races; reliability was excellent for the rest of the season with 5 class wins and a couple of outright victories leading us taking the Castle Combe GT championship and Driver of the Year trophy.



Over the winter Jerry has made a few changes and we have installed a sequential box.

As an exercise to dispel any concerns over the drive change alterations (exhaust, new gearbox oil cooler, remap for flat shift, movement of dry sumo oil tank, extra breather, new

fuel tank, changes to back axle location etc.) we decided to do a rolling road run. So on a frosty morning in early March here we are setting up the car on Interpro's rolling road. The test went well, flat shift changes are something else when you have been used to conventional clutch changes. A small vibration developed at the end of testing which turns out to be the tail shaft bearing in the gearbox. So Sadev are replacing but a bit of investigation work to do there. Next step is Late March testing for fine tuning which will be interesting and hopefully gain us some lap time improvement.

Bob Bull

Greenpower Final, Rockingham Speedway – Oct 2015

The Two Mangotsfield School Electric cars in Classes F24 and F24+

We set off for Rockingham bright and early before 6am, the weather was chilly, but the forecast was good. When we arrived we made a few last minute changes and the car was ready. We passed scrutineering and the car was ready for practice - that went without problems

In the first F24 race of the day the young lads only managed to come in 31st as the car performed below its usual standards due to a few unsuccessful aerodynamic mods and batteries past their best.

In the F24+ and Corporate Challenge event where I was driving MPH+ there seemed to be a poorly executed order to the cars which we seemed to benefit from taking our car slightly ahead of some competitors.

The race began with a lot of the big works teams such as JLR, Renishaw and Silesian University overtaking and leaving us in the dust. While the opening lap unfolded another car attempted to overtake me on the inside when there wasn't really a gap to do so. Due to some poor mirrors on our car I did not notice the Plume school car behind and there was a slight coming together!

The contact to our rear left wheel removed the wheel cover as well as damaging some of the spokes. However this damage had no noticeable impact on the performance of the car as it continued to lap in impressively consistent times.

We had a good race against cars such as Dougal, Plume and Team Scooby who are close competitors. While we were battling with Team Scooby for position I noticed the Vulcan Bomber flying overhead on one of its last ever flights and I got a good view as I went down the back straight.

Towards the end of the race many of the cars in front of us began to slow and we began to reel some of them in. Team Scooby had managed to escape us earlier in the race as their car was ever so slightly faster. During the race we suspected their car was over geared and come the last few laps of the race it appeared to be true.

They had slowed significantly and I was able to catch them and on the last lap was able to overtake as they slowed almost to a stop. Having caught a few other cars throughout the latter stages of the race we managed to come an impressive 10th from 26 in class as the corporate cars were in a separate class within the race.

We were very happy to finish in front of some big names such as MIRA Ltd and Stealth who both have fast cars and just behind team USA!

As I have not attended Mangotsfield School for a few years now this was my last race and am retiring, it has been an enjoyable 6 years with Mangos GP Team.

In the second race for the F24 car the team managed to improve the performance of the car rising to 25th in the end having started 28th in both races. This was where we

expected to finish as the car had begun to be outclassed by newer and better cars. The original MPH still goes well but can no longer finish as highly as 8th as it did in 2013!

Thanks to everyone who helped on the day including Kids, Parents, Sponsors and of course everyone at Greenpower.



Ben Goodman

It's an uphill struggle

Today's classics but yesterday's cannon fodder....

Last month I was reminiscing about my best mate's Maxi 1500 which he swapped for a Fiat Strada 65CL, a Silver 5 door, so not the sexiest but you should never judge a book by the cover.

With ambitiously offset alloys (meaning wrong for the car...), an X1/9 cam, big valve cylinder head, big Webber, exhaust manifold and a single box exhaust it went better than a 1301cc should have and sounded like a large bore motorcycle. Back in the early 80s, low cost cars could not generally rev to 8000 rpm without throwing con rods at the public. But this one could. In the end he broke the gearbox – never their strong point – and gave it to me.

I wanted to get it back on the road but student funds were insufficient so it got broken for spares. If only I had it now. If you ever get the chance to drive a tuned Fiat 128 motor (the 1301 Strada was a stretched 1116 / 1290 Fiat 128 motor), then it's worth the effort.

I was going Italian as well but riding a slightly different horse. The Simca got part ex'd for a low mileage Alfasud 1351cc Super. We bought it from the nearest main Alfa dealer – Eric Ashmole. Of course being juvenile and dragged up in a small farming town, it became Eric Arsehole but we all grow up eventually.

This Sud was a revelation. I had wanted one ever since reading Autocar's test in a multi car article vs a Citroen GS, Simca 1100 & something else I can't recall. They raved over the grip, refinement from the sweet flat 4 and the effect of the low CofG.

The 1351cc was probably not quite as revvy as the original 1186 but still a brilliant motor, albeit only 78bhp. 'Improvement' was never far away, but at least it was Cars and Car Conversions inspired and not stick on Ripspeed parts from Halfords or a boot full of boom blaster to entertain the local Asda car park as we have today.

I added a pair of Cibie spots and put 175/70s on the front while retaining the 165/70s on the rear. This had the desired effect of zero understeer (read twitchy, wanting to spin all the time) and I loved it.

Trips to North Wales to see family were brilliant in the Sud and much time was spent airborne over the short cuts around Aberystwyth and Dolgellau. My mate and I joined the local motor club and supported the early efforts to turn Pembrey from a Chucky Chicken factory into a Rallycross venue and then finally a race circuit.

Being West Wales, rallying was everything and various mates were doing well in Escorts – what else? We crewed for a couple of guys running an Avenger Tiger and got very wet on Epynt and everywhere else. One of the highlights was being a passenger in a Lada 1200 rally car alongside the first Lada Challenge champion.

There is some good advice which says that money spent tuning the car is wasted until you can drive it properly. Better to get some tuition, none of us likes to hear it

but that day I realised it was true, sitting next to talent like that is quite humbling.

It was time to try road rallies and the Sud was the perfect tool. Lots of practice ensued and we found that my navigator was a poor traveller and a bit 'Frank Bough'. Travel sickness tablets were the answer, but drowsiness was the penalty. You are probably working out the rest of the story at this point but what the hell. On a local event, in proper darkness, lashing rain and a fair bit of fog, we blasted along and the Sud was sublime. How much grip can you generate from such narrow tyres? It's an essential car to drive if you ever have the chance – you won't be sorry.

A few check points in and the marshal lent in through the window and said "you boys are flying – miles ahead – take care, its horrible out there". Always ready to take sound advice, we cracked on at the same pace.

And then there was the junction. THE junction. We were on a single track lane with a grass mound in the middle, thick fog and flat in 4th gear.

It went something like this:

Him: "Slow down, there's a complicated bit coming".

Me: "Junction coming – left or right?"

Him: "There's no junction"

Me: "Left or right...quick"

Him: "No junction"

Me: "I'm going right"

At this point the Nav looked up and realised that what I had been looking at did seem like a junction. At the same time, I realised that he was quite right and that it was not junction but just a blind left with a milk stand on its apex that you could not see round. The right hand turn option was in fact a farm yard.

Smashed through a five bar gate, skated across 3 inches of cow products and stuck the nose through the doorway of a dry stone barn. We were stuck in the dark with just the wipers flapping back and forth. The Sud was a few inches shorter but got rebuilt, though I am not sure it felt quite the same again. It was 'time for a change'.

Time to get back into a Fiat. Off went the Sud and in came a Fiat 131 1600 CL. It was a bronze four door with a pushrod 1600 but as far as I was concerned it was 2 rear doors away from an Abarth and I was Marku Jones! Well lots of local lads were running RS 1100s so why not?



Strangely – I am well now – I also put wider tyres on the front of the 131 even though it was rear drive. It certainly turned in well and over steered like a bugger. I'm not sure what my logic was but young people don't always have any. Today I suppose the equivalent would be telling the world what kind of pizza you had ordered.

The 131 lasted a few years, got me through college and acted as course taxi occasionally when we were setting up the Rallycross course at Pembrey. It was a great handling car and I hanker after another 131 today.

My ambitious driving style eventually wore the 131 out and off it went to be replaced by another Fiat – a 127 1050CL. This was a low mileage car from Cardigan with the Brazilian (no, not the hair arrangement...) OHC motor of 1049cc. Ironically it's the exact same capacity as the Abarth A112 motor that I have had in the back of my two competition cars but it was unrelated. As usual some 'improvement' was added in the form of a CSC Primaflow exhaust manifold and system, 5" wide Compomotives and Boge gas dampers.

OK so it was still only putting out about 55bhp but what a great little car. Near my home town there is a road between Llandeilo and Tally which is about 7 miles long and has huge undulations. Huge as in 'airborne'. It's very quick and very few cars I have driven land well after a yump on that road. But the 127 used to land, compress once and then recover. Just magic for such a low cost car. Front tyres disappeared every 7000 miles and to this day it holds my personal record of Llandeilo to Colwyn Bay – about 145 miles of pure twistiness and comedy tractor driving – in 2hrs 45 mins. Not bad for 55bhp. And I'm still alive. The fact that I failed to beat that in a Mitsubishi Evo X FQ330 says as much about the personal aging process and dawn of some common sense as it does about today's traffic.

In the end the first job beckoned and as I headed back into deeper poverty trying to fund digs and what have you, reliability, low insurance and decent fuel consumption became the priorities. As so to an Army green, 3 door series 1 Vauxhall Astra with a 1200cc cast iron pushrod (an Opel really). This hot rod had 60bhp! To be fair it handled very well and was pretty good to drive but gutless does not even begin to describe it. Where the Fiats would seem twice as powerful as their declared output and rev their little nuts off, this cast iron wonder was a bit breathless. I recall one winter evening in Cardiff when the Astra was parked on a steep hill outside a pub. Come home time, I fired it up in freezing conditions and poured wife to be and two others into it before attempting a hill start. Nope. A free wheel backwards was the only answer.



My mate had ironically moved on to an Alfasud himself – a slightly later 1351cc with the facelifted front and rear. Not as pretty but more luxurious. But whereas mine had no rust at all – yes really – his rotted like an old pear. Still, a lovely car to drive and be in. I would love the chance to get hold of an early 1186cc Ti two door. I think they are the holy grail for Suds but incredibly rare now. My lower lip wobbled a bit when I saw one coming up at Anglia Car Auctions on April 9th with an estimate of £10 – 12K. They were a pittance a few years back. But I just don't have anywhere to store it so I did not go.

Anyway, we were an awful long way from classic mega GT cars. Oh well. More work is the answer then.

Jones the Speed

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**

All commission to Wiltshire Air Ambulance

Bristol Pegasus Fantasy Formula One 2016

Results after Round 4 - Russia

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	205
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	183
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	180
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	173
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	172
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	166
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	165
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	164
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	163
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	161
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	155
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	155
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	152
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	149
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	146
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	145
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	143
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	142
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	138
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	138
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	135
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	131
Bob Bull	Bottas	Button	India	Rosso	Mercedes	129
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	129
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	125
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	122
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	110
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	105
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	104



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)

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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.



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 for a printed copy

Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded



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 20th of June at 7pm
for further info please call Nick 07786936941



Bristol Pegasus Track & Tuition Day Castle Combe



Saturday 20th August 2016

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

BPMC member price held for the 6th year at £129.00

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

- 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 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 !**

BPMC 2016 Events Calendar

Month	Day	Date	Event	Location
May	Sat	7th	Llandow Sprint	Llandow Circuit
May	Mon	16th	Treasure Hunt	7:30 pm Gordano Services
May	Sat/ Sun	28th/ 29th	Drag Racing	Shakespeare County Raceway
Jun	Sun	5th	ACE Classic Tour	Entries Now Open
Jun	Mon	20th	Bring Your Car Night	Date confirmed as the 20th
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	Entries Now Open
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

Monday 16th May - Bob Bull's Spring Treasure Hunt

Bob's traditional Spring Treasure Hunt will be starting in the Gordano Services Car Park 7:30pm on Monday the 16th of May.



An observational challenge to navigate from the route instructions supplied, suitable for any car and fun for all the family, all you need to bring is a pencil to write the answers to the observational questions.

Signing on at Gordano Services Car Park from 7pm this non timed event will start at 7:30pm.

Finishing at a pub in time for a short social.

Deadline for Next Backfire: 23rd May 2016

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