

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Dave Robinson winner of the Cross Trophy



May 2017

Contents

Chairman's Chat

Editorial

2017 Events

An Evening With Anthony Reid

Cross Trophy Dundry

It's an uphill struggle

MGCC SW Production Autosolo Hartley Farm

Bath Motor Club Autosolo Kemble

6 Hours of Silverstone

Bristol Pegasus Fantasy Formula One 2017

One To Watch

Pegasus Club Merchandise

New Automated Membership System

Remember When ?

A Letter from Richard Ibrahim

Bob Bull's F1 Facts Quiz No. 4

2017 Events Calendar

STOP PRESS ! Cross Trophy Feedback ! STOP PRESS !

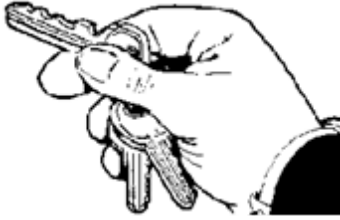
Backfire

Deadline for Next Backfire: 23rd May 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



Chairman's Chat

By Andy Moss

After a slow start we had a decent 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, the next event is our first Treasure Hunt of the year on Monday the 8th - as myself and Liz are organising we expect to see as many of you as possible coming along! 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 the 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. Liz promises prizes for everyone !

Next is the Llandow Sprint on Saturday the 13th entries are filling up and it promises to be a good event, 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.

Entries for the ACE vehicle tour on June the 4th are now open. This is an ideal 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 Diabetes UK - a very worthy cause. Further details later in Backfire.

Another date to add to your diary is our June 12th Club night – following on from the previous couple of years we will again have a “Bring your Car Night” and will be visiting a new venue - the Carpenters Arms at Dundry. Bring Your Car, Bring a Friend.

Finally a mention for our Castle Combe Track Day - entry forms are now available and you can also enter online on the club website - we believe it is the cheapest and best track day at Castle Combe so get your entry in early to avoid missing out !



Editorial

“Hee that is in a towne in May loseth his spring.” George Herbert

Like March, April has been peppered with unexpected delights, beginning with a couple of wooden spoons harvested from the MGCC SW's Grass Production Autosolo at Harvest Farm & the Bath MC Autosolo at Kemble before our entertaining evening with Anthony Reid.

Anthony told us how he rose from being a Jim Russell Scholarship winner to an international racing driver with some interesting diversions serving as a well paid toilet cleaner and taxi driver in the Hebrides initially camping to save on accommodation expenses and as a better paid racing driver in Japan, as a Le Mans aficionado I found his description of the smells in the cockpit while driving at 200 plus mph at night particularly interesting along with the observation that the smell of cut grass could indicate some one had gone off track.

Over the Easter break I managed to make my first visit to Silverstone of the year for the 6 hour 2017 World Endurance Championship round which was won by Toyota's Anthony Davidson, Sebastien Buemi and Kazuki Nakajima after a close race with the second placed Porsche of Brendan Hartley, Earl Bamber and Timo Bernhard.

At the same meeting it was great to see 17 year old Bristolian Lando Norris finish third in the third Formula 3 race of the weekend, he won the first, and nice to see Emerson Fittipaldi's 20 year old grandson Pietro Fittipaldi win his second World Series Formula V8 3.5 race of the weekend in a Charouz Lotus entered car with a colour scheme reminiscent of Emmo's 1972 Championship-winning Lotus 72.

I spent the following Sunday at Lower Grove Farm where the Pittaways made us most welcome for the Cross Trophy in which no less than three of our host's family took the wheel. After a great day's entertainment and close competition David Robinson won the Trophy.

We have no club meeting at BAWA in May but we do have Andy and Liz Moss's Spring Treasure Hunt on May 8th at 7pm meeting at start from the lay-by near the junction of the A38 and the B4227, near Rudgeway, it is free to enter, what is not to like ?

After that I will be off to Llandow where I will be operating the start line traffic light hoping I will not lose my spring.

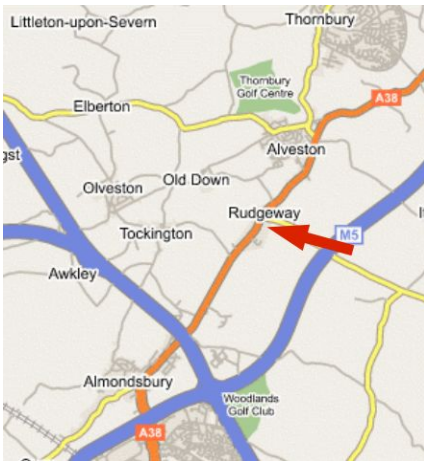
Wishing you all a safe month's motoring.

Ralph Colmar



Events Calendar

Monday 8th May - Spring Treasure Hunt



Andy & Liz Moss organise the May Treasure Hunt which will start from the lay-by near the junction of the A38 and the B4227, near Rudgeway (MR 172/626 867). The start is marked on the map on this page. Meet from 7pm for an event start at 7.30 pm. The event will be of the traditional kind with the promise of a simple event with easy to follow route instructions – the emphasis being a good social night out rather than making things too difficult. All you need is a pen or pencil to write down your answers. The event will finish around 9pm at the Swan at Tockington in plenty of time for a chat.

Saturday 13th May - Llandow Sprint

The 2017 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we are joined by the Hillclimb and Sprint Association, Historic Rally Car Register, the Downton Mini and the Bristol MX5 and Clio Championships. Entry details on the club website.

Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded

Sunday 4th June - ACE Classic and Sports Tour

The Tour will follow a new route starting in Chipping Sodbury and heading into Wiltshire which is being planned by 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.

Bloodhound SSC Update Events

This year at the BLOODHOUND Technical Centre, in Bristol, there are a huge variety of ways you can become part of this year's Big Build Up.

Whatever your age, there is something for you including; Corporate Team Building Days, or Corporate Days Out with use of our Conference Room. Perhaps a Club Visit to see the build of the ultimate jet and rocket powered car and enjoy a guided tour of the workshop, or a School Trip or exciting BLOODHOUND Family Workshops, or a Birthday celebration by having your party at this unique location and in the most exciting way possible.

To enquire about our packages, availability, or to make a booking, please email visit.us@bloodhoundssc.com

BLOODHOUND PROGRAMME, Unit 3, Avonbridge Trading Estate, Atlantic Way, Avonmouth, Bristol, BS11 9QD www.BLOODHOUNDSSC.com

An Evening With Anthony Reid - BAWA April 10th

Anthony introduced himself as a Scottish racing driver who has now been racing for 40 years. He was not from a racing family, although his father, an architect, had been influenced by Ford's 1-2-3 at Le Mans in 1966 to transfer his car-buying allegiance from Hillman to Ford. He also had an uncle who had accompanied Keith Schellenberg on the 1968 London-Sydney Marathon in Keith's 8-litre Bentley and been waylaid by brigands after the car had slid off the road in Turkey. Anthony feels his interest in racing might well have been kindled as he went to Loretto School, as had Jim Clark, and he was very taken with the memorial to Jim at the school.

Having been bitten by the bug Anthony did a Jim Russell racing school course, where he finished ahead of Roberto Guerrero. However, he couldn't afford to go racing, so spent the next three years working in the oil industry in the Shetland Islands, living in a tent, to earn enough money to get him into racing. He then successfully progressed through Formula Ford and FF2000 to land a Formula 3 drive for 1985. Unfortunately, this turned out a disaster as his team was using the heavy and underpowered Saab engine. At the very first race at Snetterton the three Saab-powered cars of Anthony, Maurizio Sandro Sala and Julian Bailey took each other out on the first lap in front of lots of Saab people and other sponsors who had been invited along to see the team's debut.

After that debacle Anthony was struggling for drives for the next couple of years, but in 1989 he had a successful season in the new Formula Vauxhall Lotus single-seater formula, including winning the biggest race of the season supporting the British GP. This led to him being recommended by Tiff Needell to the Japanese Alpha team who were racing Porsche 962s in the World Endurance Championship. The highlight here was finishing in third place at Le Mans in 1990 with Needell and David Sears, beating all the works-supported Porsches.

It was around this time that Anthony almost made it into F1. He had a letter from Eddie Jordan offering him a drive subject to him raising sufficient sponsorship, and he had a company willing to sponsor him. Unfortunately, the company then went bust and the opportunity was lost. Anthony kept the Jordan letter, had it framed and put it on the wall of his toilet.

His Japanese connections then opened the door to what Anthony described as possibly the most enjoyable phase of his career, six years racing in Japan. Here he got drives on merit, not on the size of any sponsorship package, and he flourished, winning the Japanese F3 championship in 1992 against the likes of Jacques Villeneuve and Tom Kristensen, then moving up to Japanese F3000 where he again did well against several future top names. He continued racing sports cars, and also did some touring car racing out there. He described his massive accident at the 130R curve at Suzuka where the marshals assumed he was dead, but Roland Ratzenberger stopped and came to his assistance. He was greatly saddened when Roland died at Imola some eighteen months later.

His Nissan contacts led to them offering him a drive in the British Touring Car

Championship in 1996. He thought the BTCC was much better in those days than it is now, with more professional drivers in it than in F1. The pay was good, and he had a great time. After two years with Nissan he moved to the Prodrive team running Ford Mondeos. In 2000 he lost out on the championship by two points after being punted off in the last race.

He then had a spell racing for Martin Birrane, who was running MGs in the BTCC and MG-powered Lolas in the LMP category. At Le Mans in 2002 they were running third until the gearbox broke, but shortly after that MG pulled the plug on the operation due to legal problems.

From 2004 Anthony spent six years racing in the Argentinian TC2000 touring car series for Victor Rosso's Honda team, including winning the important Buenos Aires 200km race with current multiple World Touring Car Champion José María López, while also successfully racing in the European and British GT Championships.

In addition to his continuing other commitments, since 2001 Anthony has been doing a lot of historic racing, in what he described as 'other people's very expensive cars'. These included the 1955 Le Mans-winning Jaguar D-Type, plus numerous Ferraris, Maseratis and other exotica. He was very proud to have been appointed one of the four 'House Captains' at the Goodwood Members' Meetings. He described how being on the podium at one of the Goodwood historic meetings is a little unusual, in that one is approached by Lord March's butler bearing a humidor and invited to select a fine cigar.

Anthony concluded his talk by showing film of a race from the 2013 Goodwood Revival, where he and TV personality Chris Harris were driving the Lister 'Costin' coupé. After the team had overcome oil pump troubles in practice, Chris performed respectably in the first stint, so when Anthony took over he wasted no time in putting the car into the lead and was soon well in control of the race. Unfortunately it then started to rain. Simon Hadfield in the Aston Martin DP212 had a car much better suited to the wet and came charging up through the field, unnoticed by Anthony's team who failed to warn him of the danger. Anthony had been cruising, but when the Aston unexpectedly appeared in his mirrors he was unable to hold it off, and the Aston went on to win.

We'd like to thank Anthony very much for taking the trouble to come along and visit us and wish him luck as his racing career continues in its fifth decade.



Andy Moss presents a small token of our appreciation to Anthony Reid.

Tim Murray

Anthony Reid Scrapbook 2011 - 2015



D-Type 2011 Revival



2012 FoS setting FTD in the Chevron GR8 GT3



Jag Mk 1 winner with Justin Law 2012 St Mary's Trophy



Boss Mustang 2013 Cholmondeley Pageant of Power



XK120 through The Esses 2013 Combe Classic



Ex Gerry Marshall Vantage EVO 4 2014 FoS



2015 FoS Supercar Shootout FTD Noble M600



'15 Silverstone Classic Cobra shared with Rob Bremner

Cross Trophy- Dundry April 23rd

Results

Class	Pos	Driver	Car	Score	Index	O/A Pos
Nat B 5	1	Jack Windaybank	Marlin	36	100	1
Clubmans						
1	1	Sophie Pittaway	Subaru	65	100	5=
		Barney Pittaway	Subaru	Rtd		
2	1	Andy Wood	Citroën	57	98.7	4
	2	Louis Yeeles	Citroën	61	105.5	7
	3	Anna Wood	Citroën	98	169.6	9
3	1	David Robinson	Reliant	4	26.7	1
	2	Jack Selwood	Reliant	6	40	2
	3	Richard Hayward	Escort	10	66.7	3
	4	Rob Bishop	Suzuki	51	340	10
	5*	Rob Ellis	Suzuki	53	353.3	11=
	5*	Charlotte Pittaway	Reliant	53	353.3	11=
	6	Tom Avis	Suzuki	55	366.7	13
	7	Pete Hart	TVR	59	393.3	14
5	1	Andy Moss	Marlin	34	100.0	5=
	2	Nick Wood	Marlin	44	129.4	8

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

Awards: Best BPMC member on class index (Cross Trophy): David Robinson

Class awards: Jack Windaybank, Sophie Pittaway, Andy Wood, Jack Selwood and Andy Moss

Awards will be presented at the Bristol Pegasus MC AGM in December.
Anyone unable to attend should make their own arrangements for collecting their trophy.

Tim Murray, Event Secretary

Cross Trophy - Dundry April 23rd



Charlie & Duncan Pittaway



Duncan gets the TVR V8S back on 8 cylinders



Louis Yeeles & Anna Wood



Jack Selwood & David Robinson



Robs Ellis & Bishop



Jack Windaybank steers a steady course !



Nick Wood tried some extra ballast in the long grass.



When the going gets tough the ballast gets heavy !



Anna & Andy Wood - Saxo



Charlie & Duncan Pittaway - Reliant



Peter & Carlie Hart - TVR V8S



Tom Avis & Rob Bishop - X90



Jack Windaybank - Marlin



Andy Moss & Nick Wood - Marlin



Sophie and Barney Pittaway - Subaru Justy



Richard and Lily Hayward - Ford Escort

Cross Trophy Marshals - Dundry April 23rd



Anna Robinson



Neil Thomas



Carole Thomas



Donny Allen



Alan Selwood



Kristina Selwood



Mal Allen



Tim Murray - Event Secretary

It's an uphill struggle

The sap's rising and the bunnies are....

It's spring and the start of the proper year (unless you are a Rally boy of course). Getting prepared and the anticipation of another Classic Car and Motorsport year is sometimes more enjoyable than the final reality but if this is all about happiness then who cares what does it for you?

The Mantis' re-glassed rear end looked spot on and the paintwork is good. In fact the car has never looked better but then this is the motoring equivalent of the Forth Bridge so once one end has been done, either Lloyd or I crash the other.



The low ratio diff got rebuilt by JP Race. Other than precautionary bearing and seal changes they did not find anything startling but it sure drives better. The proof will be in the times of course and I am looking forward to finding out. Given that we had to run with sound deadening cans in at a number of venues last year, it seemed to make sense to leave the CATs in this time so that the power that gets measured on the rollers is what I actually have at every circuit. Without the CATs it measures 104db at the MSA specified distance vs 91 with them in. Seems the way to go, though it's lost a bit of its sound magic.

The car is about 15mm lower than last year and Joe could not face re-using my B&Q plastic gurney flap (beautifully painted using a rattle can) so he fabricated a nice little work of art in ally and had the paint shop do it properly, just like the factory ones. It does look a bit better than my efforts.

The calendar for Classic Marques has been moving about a bit and poor old Steve Cox is tearing his hair out as venues change their minds and go for more lucrative events than sprints or respond to other's calendar shifts. So the first of two Goodwoods has now moved to the same weekend as Croft.

That's no problem is it – I mean they are just 298 miles and 5 hrs 14 mins apart. So we had to choose. As it happens Lloyd was at the Combe supporting a F Ford for the college on the Monday so we headed to Goodwood for the series opener. That was a daunting start. I'll tell you all about it in a later Backfire. The other event to change is the cancellation of Cadwell Park later in the year. Shame. So we are juggling things about trying to make sure we have enough rounds. Good job I don't go on holiday much....



While at Redline collecting the Soup Dragon – and dropping off the gearbox for the 1800 – I took a pic. Marcos' as far as the eye can see. There were several more in the showroom next door!

The Autosport show came and went. Loved the display of Lotus 49s and managed to have a good look through the pictures and write up on the stillborn Lotus 66 Can Am car from 1970. Fabulous looking thing and Clive Chapman was on hand to talk about it. Just great.

As usual though, the NEC's car parking – or rather the queuing to get to the car parking – was as diabolical

as ever. Paying £10 for the privilege makes my blood boil. I got all Victor Meldrew about it until a Bacon and Egg roll and a mug of tea calmed me down. Just watching the egg yoke running down Owen's forearm and into his coat sleeve reminded me that some things never change – good and bad.

Meanwhile the 1800 is back from the pant shop in its Aston Martin racing green.

I reckon it looks good – what do you think?

At the end of February, Owen and I also trekked up to Bedfordshire – my God it's a long round trip – in Mrs Jones' Jeep to collect the Volvo 1800 motor from Mass Racing. It went into the boot just fine but getting out the other end was fun as Joe's son did not have a hoist to hand. So a quick clean and jerk (sounds a bit '70s 'On the Buses' that...) got the engine out of the boot and left me walking like John Wayne without the horse....





The dyno showed a good result nudging 180bhp on Webber 40s. It was also run with the Strombergs in case the FIA does not change its mind. The engine won't be the weak point on this car. I suspect the gearbox will be a challenge with that kind of poke going through and, even more so, the brakes. The tiddly little Triumph front callipers and drums on the rear Ford axle will need a bit of air to them.

To round off February, it was up to Race Retro. I have been going pretty much since it started and although it's small and folksy, I like it. I don't need to see anything 'new', I just need to see it

all again each year and I am happy.

I wondered whether the newly formed London show on the same weekend would have trashed the attendance at Stoneleigh in an 'X Factor vs Strictly' kind of deliberate affront, but on the Sunday I felt it was as busy as ever. I managed to buy nothing more than a few tools and a full English but was amazed that a Ferrari Dino fetched £469K at the auction. It looked like a chairs 'n flares car and if it was original then I suppose rarity got it there but still. I remember them at 40K!!

We stopped for a chat with Phil Ward of Auto Italia and he was telling us about the Group 4 Michelotto Ferrari 308 rally car in the slowly sideways demo which he had heard was a genuine example. In his words though, out of the 6 originally built, only 12 remain....

We crossed paths with young Nicholarse and Martin a few times during the day and all in all it was a cracker.

Next up early March was the Rolling Road at Northampton Motorsport. Given the rebuilt diff, we thought it prudent to put a few miles on it before giving it a good Rogering at Goodwood. So young Owen and I set off in the Mantis for the 260 mile round trip complete with a boot full of tools and a tin of tyre gel as a spare will not fit in the boot. The Mantis is a super track car and was a lovely road car until I got hold of it. Now it's a bit, well, raw.

Owen turned into a makeshift coffee cup holder and I juggled a Gregg's bacon bap (with a smattering of tomato sauce) in the other hand. Very relaxing. Motorsport is a serious business, so, to emphasise that, we stopped at the BP near Brackley and picked up a couple of boxes of M&S cream cakes to share around. Ideal before the weigh in.

The Mantis produced 272.7bhp this year vs 280 last year but it's now got CATs in so that seems fair enough. The torque and power were very slightly better up to 4K and slightly worse at 6K.

There was an eclectic mix of cars at NM – some from Classic Marques including a supercharged MX5 (182bhp), a Midget, a Proteus Jag C type (fantastic), a 350Z (301 bhp) and a 944 Turbo (344bhp and it sounded jolly good too).

Inside the workshop, a 1940s BMW 327 (just glorious), a Porsche 928 with a lot of radiators – it may have been supercharged – and a pink (yes pink) Fiat 131 Sport. The colour was a bit rank but the interesting part was that it had an independent rear end like an Abarth 131 instead of the normal solid axle and coils. Someone had gone to a lot of trouble and it looked good.

It was a very wet journey home on the M4 with water leaking onto our jeans and Owen trying create a dam with Costa Coffee napkins, plus a comedy at the Severn Tolls when I realised that I had forgotten the tag and so had to undo the harness and limbo on the roll cage to swipe my card. Must have looked a right Herbert.



Finally mid-March, after 4 good years use, I managed to sell the Brian James trailer – it's going to a good home with a TVR sprinter.

He runs a Chimaera but his other road toy is a 'to die for' Sagaris. It's just the mutt's dangly bits. Anyway he's decided that trailering is a good idea and it was opportune for me. I have already acquired a covered trailer – its Burger Van MkII in Mrs Jones' eyes as my original one was christened The Burger Van. She always reckoned that flipping a few burgers and bacon sarnies at the paddock would help pay for

the motorsport. It's not a daft idea is it? Mind you I would probably spoil profits by quaffing a good few myself. It's all good fun.

Jones the Speed

MGCC SW Production Autosolo Hartley Farm - April 8th



Spot the odd one out ?



David Starr, MGB



Mr & Mrs Tony Blake, MGF



Frank Vautier MG TA



Ian Beningfield



Mark Withers



Steve & Kim (OA Winner) Dear, MG PB



Organiser Victoria Jones checks the final test.

Bath Motor Club Autosolo - Kemble April 9th



Ian O'Connor - Daihatsu Sirion



John Fox - Renault Clio



Peter Cox - Honda S2000



Rich Welsh - Mazda MX5



Mike Burrows - Ford Puma Racing



Richard Olsen - MG ZR



Mark Benstock - Subaru Impreza



John Connolly - BMW E36 328i

6 Hours Of Silverstone - April 16th



Toyota TS050s lead the field to the flying start



The Hartley/Bernhard/Bamber Porsche 919 about to be relieved of the lead by the winning Davidson/Buemi/Nakajima TS050



LMP2 Winners Jarvis/Tung/Laurent Oreca Gibson 07 exceeds track limits during an April shower at Copse



2nd LMP2 Prost/Senna/Canal Oreca Gibson 07



GTE Pro Winners Priaux/Tincknell/Derani Ford GT



2nd GTE Pro Calado/Guidi Ferrari 488 GTE ahead of 3rd GTE Pro Lietz/Makowiecki Porsche 911 RSR



GTE Am Winners Griffin/Mok/Sawa Ferrari 488 GTE ahead of 3rd GTE Am Ried/Carioli/Dienst Porsche 911 RSR



2nd GTE Am Lamy/Lauda/Lana Aston Martin Vantage GTE about to be relieved of the class lead by the GTE Am winning Ferrari

Entries are now open for the 2017 ACE Classic Tour

Always an excellent day for a good cause - this year Alan Spencer again organises a route for us to enjoy. The event normally attracts a good selection of Classic, Kit and Sports Cars - All are cars welcome.



Bristol Pegasus Motor Club

ACE Classic Tour - SUNDAY June 4th The 2017 Classic Vehicle Charity Tour



This year our journey will take us North East of Bristol into Wiltshire 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 this year at Cross Hands Hotel, Old Sodbury, Bristol BS37 6RJ.

Toilets and refreshments are available at the start.

IN AID OF

DIABETES UK
CARE. CONNECT. CAMPAIGN.

PLEASE ASSEMBLE BY 9.45am

Our chosen charity this year is: Diabetes UK which is the leading charity that cares for, connects with and campaigns on behalf of every person affected by or at

risk of diabetes. They provide information, help and peer support, so people with diabetes can manage their condition effectively. They are also one of the largest funders of diabetes research in the UK. 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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Bristol Pegasus Fantasy Formula One 2017

Results after Round 4 - Russia

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	268
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	255
Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	251
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	251
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	246
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	246
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	246
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	240
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	237
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	237
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	237
Mal Allen	Ericsson	Massa	Ferrari	Haas	Mercedes	229
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	225
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	222
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	219
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	215
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	213
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	209
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	206
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	206
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	205
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	203
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	202
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	202
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	201
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	200
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	198
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	195
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	195
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	191
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	187
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	182
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	179
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	173
Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	170
Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	168
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	168
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	160
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	159
Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	157

Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	135
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	135

2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
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

One To Watch



Bristolian Lando Norris in the #31 Carlin Dallara F317 Volkswagen at Silverstone lies one point off the European Formula 3 Championship lead after Monza.

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.

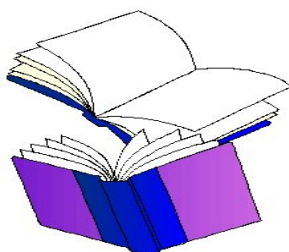
BPMC polo or sweatshirts

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 now get membership for a year from renewal or joining date.

Remember When ?



Pietro Fittipaldi reprises the the black and gold livery, made famous by his grandfather Emerson in the 1972 and '73 seasons, aboard his Charouz Lotus World Series Formula V8 3.5 Zytec powered Dallara at Silverstone scoring 2 race wins.



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A Letter from Richard Ibrahim

On some Sierra Cosworth points raised by our evening with Stuart Turner

Reflecting on the talk by Stuart Turner, reviewed in the latest issue of Backfire, I noted that he believes he may have been the first person to get a speeding ticket in a Sierra Cosworth. (Bob Bull may have been the last!). However, I think that I should have been the first, as I rather startled myself on a wet dark evening in early 1985 to discover that I had just travelled up the A38 from Brent Knoll to the centre of Bristol in only 20mins, in a prototype Sierra Cosworth. Thankfully, no speeding ticket ensued. I honestly didn't feel that I was driving particularly aggressively, it was just that the car was a very impressive piece of kit. As Bob will know, the project became live in 1984 and TRW (for whom we worked) were tasked with the development of the steering gear. As I was handling Ford at that time, we were lent the first full prototype car that had been built by Andy Rouse. In stealth black, the car looked quite innocuous, even with the big rear wing, but it was chipped to 300 bhp, featured a solid mounted steering gear with a 2.2:1 ratio. Not surprisingly, the car felt very agile. After having the car for about two weeks, I took it back to Ford Dunton, and (unknown to Ford!) after first detouring via Lotus, where they were blasted it round their test track and appeared highly impressed. I was subsequently rather disappointed that the production car was launched with some significantly detuned features – essentially a standard Sierra PAS gear with standard ratio with travel restrictors, flexible mounts and engine chipped to just over 200 bhp. Apparently, between Ford Warranty Dept and a consensus of car insurers, Ford were unwilling to sign-off the programme in the higher spec form. Pity really, but perhaps Bob can let you know what happens when a Sierra Cosworth is given the full loony treatment. On the only occasion I drove his Sierra Hooliganmobile, I found ground clearance so low, it scraped and banged everytime full power was applied. After leaving TRW, I bought what I still consider to be the best Sierra Cosworth ever made, a late model 4WD Sapphire chipped with the original Ford 300 bhp chip – a view shared with the then head of Ford SVE, Rod Mansfield. Case closed.



1986 one of the first production Sierra Cosworths sitting on the Ford Dunton test track banking, with me, I'm the bearded git standing on the right (just like I look today, not) and the TRW liaison engineer involved, together with a couple of Ford engineers.

Bob Bull's F1 Facts Quiz No. 4

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 No 5

Now the season at Combe is underway I thought I would divert to some local Motorsport Questions

Who won the Oct 1955 Avon Formula One race at Combe and in what car?

When did Anthony Davidson set a new outright lap record and in what?

Who were the 3 Gs 1st, 2nd and 3rd at the Rothmans Formula 5000 in May 1971 (It rained like you wouldn't believe)

Who was involved in the notorious marshals post removal incident at the Fordsport Day in 1973 (Jerry Irwin engineer of Tigra silhouette GT car was on the post)

Which F1 world champion made his Castle Combe debut in July 1976?

Answers to Quiz No 4

Who are the top 5 drivers who have started the most consecutive races? Riccardo Patrese, Nico Rosberg, Fernando Alonso, Jenson Button, David Coulthard

Who are the 2 drivers who have completed over 50000 miles in GP's (they are not in the answer above!)? Michael Schumacher, Rubens Barrichello

Michael Schumacher had 12 podiums at which 3 GP's? Canada, San Marino, Spain

4 pairs of brothers who started on the same F1 grid ? Michael & Ralf Schumacher, Emerson and Wilson Fittipaldi, Ian & Jody Scheckter, Graham & Peter Whitehead

Most wins by one car model? McLaren MP4/2



Stoffel Vandoorne demonstrates a 1984 McLaren MP 4/2

Answers next month with quiz no 6

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

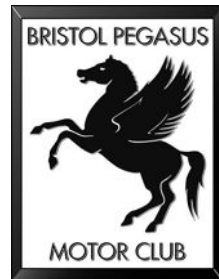
- Event organisers points will be awarded to those who organise any club event including non-competitive events including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers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

New Club Event for 2017

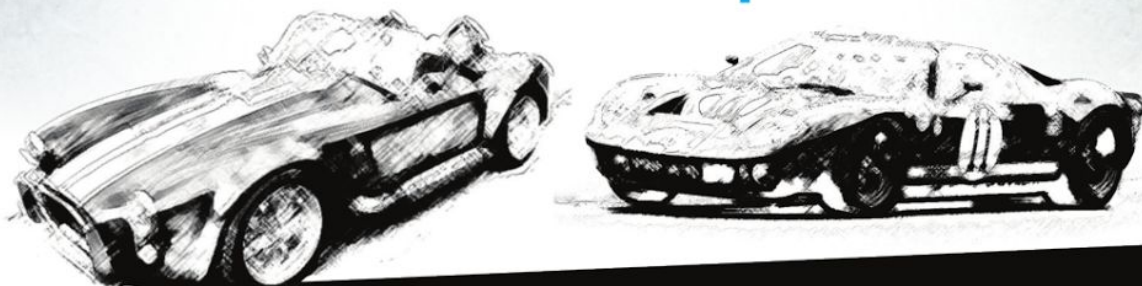


ORGANISED BY

**BRISTOL PEGASUS
MOTOR CLUB**

IN AID OF

St Peter's Hospice



SUNDAY 24 SEPTEMBER 2017
Open to Classic as well as interesting sports and kit cars



Start and Finish at Oakham Treasures, Portbury BS20 7SP

Beautiful coastal route

To enter apply online at

<https://bristolpegasus.com/classictour>

NO ENTRIES ON THE DAY. Entries limited so don't delay!

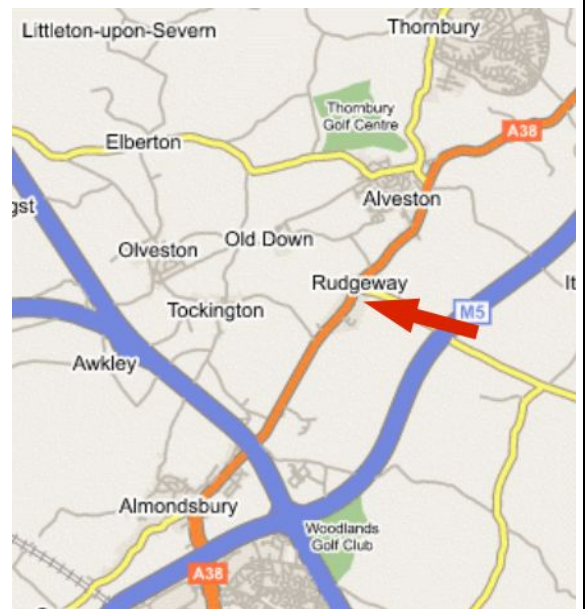
Fancy a ride in the countryside?
Fancy a fun evening out?
Well, look no further!

TREASURE HUNT

MONDAY 8th MAY

Start from the junction of
the A38 and the B4227
Rudgeway
(Map Ref 172/626867)

Meet from 7pm for
7.30pm Start.



Nice, easy and not too cryptic Just bring a pen, a car and
yourself (teams of two ideal, but the more the merrier)

No entry fee - Small prizes to be had !
Finish - The Swan at Tockington
around 9pm - plenty of time for a chat

Interested ? and why wouldn't you be !
Contact Andy Moss - andy@mossdata.co.uk or 07710
000144 if you need more info

See you on the night !!

BPMC 2017 Pegasus Events

Date	Event	Location
Mon 8th May	Treasure Hunt	A38/B4227 Lay-by 7pm
Sat 13th May	Llandow Sprint	Llandow Circuit
Sun 4th Jun	ACE Classic Tour	Start at Cross Hands
Mon 12th Jun	Bring Your Car Night	Carpenters Arms Dundry
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

STOP PRESS ! Cross Trophy Feedback ! STOP PRESS !

Feedback from Rich Hayward who thanked (organiser) Mal Allen and 'the generous landowner' (Duncan Pittaway) and went on to say:

"I would also mention Donny Allen on the start line of hill 2, Ralph on hill 3 and Carole and Neil Thomas on hill 4 who made us feel very welcome and hope they receive the thanks they deserve."

Backfire



Pete Jones and Andy Priaulx experiencing Larry Grayson moments in the heat of competition with their MG TC and Ford GT respectively.