

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to MANBAT Pegasus Sprint winner Tim Clark



November 2015

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Chairman's Chat

By Andy Moss

Next year will be a significant milestone for me as it will be my 25th year on the club committee. During this time I have made a lot of good friends thanks to the club and

have been involved in many excellent events both competitive and social.

In recent times we have lost a number of long time committee members, and unfortunately it seems harder to find people willing to get involved. Despite the hugely rewarding benefits of being an active member of a club like Pegasus, demands on all our time is greater than ever. I know we are not alone in struggling to get new people involved and it is an issue for clubs of all sorts. Whilst it is easy to assume "someone else will step up" there is a real possibility that without new faces there will not be a club to be a member of in the not too distant future. As the numbers on the committee have decreased the demands on those remaining increases, which itself leads to the possibility of more people finding the load too much and very quickly a strong club can cease to exist.

Clearly we need to address this issue if we are to provide the range and quality of events we all enjoy. There are a number of roles we need to fill and some of these have been vacancies for far too long. The best way to do this would be to spread the load amongst as many people as possible, an hour or two each month really can make a huge difference, as can someone offering to get involved in organising a single event. With this in mind I am devoting the rest of this month's column to listing some of the things we need your help with.

Committee Roles

Competition Secretary

The role of the "Comp Sec" is to help prepare the club calendar of events and to act as a point of contact for all things Competition related in the club. This includes dealing with invitations to events from other clubs. The Competition secretary helps event organisers with obtain the necessary paperwork for from the MSA, for example event permits. The job should take a few hours a month plus the person needs to be a committee member and attend meetings.

General Committee Members

Are you interested in joining us on the committee but don't have a specific role in mind - you could join as a general committee member.

Non Committee Roles

Most of the roles below could be done by someone who is not on the committee but could give a few hours of time to the club. Perhaps you can't make committee meetings or are not local to Bristol - there is plenty you can help with. If you do want to get involved in the committee, you could combine one of the roles below with being a general committee member.

Championship Coordinator

Maintains the rules and results for club championships. This involves obtaining results from all club events and updating a spreadsheet containing results. These are then published on the club website and in Backfire. Currently we have three championships - The Clubmans, Speed and the Marshals Championship. The job should take no more than an hour or two per month, but needs someone who can keep on top of updating the scores regularly.

Assistant Competition Secretary

Could you help the competition secretary and at the same time learn more about MSA rules and organising competition events. You could also help with preparing event regulations and paperwork to take some of the load off the event secretaries.

Press and Promotion

Ever fancied seeing yourself in print in the local press or a motoring magazine ? We need a press and promotion officer to write articles about the club and come up with novel ways of promoting us to new members. Could you prepare a leaflet to promote the club or make use of Social Media to get the club to a wider audience ? If you are interested in doing some or all of this we would love to hear from you.

Fantasy F1 Organiser

Could you prepare our Fantasy F1 table each month or re-write our current rules to liven things up ? This job should take half an hour after each race and you get to

see your work printed in Backfire and published on the club website.

Cotswold Motor Sport Group Representative

Attends the Cotswold Motor Sport Group meeting and represents the club. Reports back on what other clubs are doing and let them know about our events. We can make sure you have someone to come introduce you for the first meeting.

Charity Coordinator

We have been very successful in raising money for many local charities, but could do with someone to help continue this good work. Whether it is organising a raffle or arranging the presentation of the money this would be a real help.

Awards Secretary

Could you keep a record of who has won events and order trophies for the AGM. Mostly requires some time in the dark evenings coming up to the AGM.

Lead Marshal

Could you help organise marshals for our events ? Would you be prepared to keep records of who has helped in the past and contact them before events to see if they can come along ? Could you help organise marshals prizes or make sure marshals are looked after at our events ?

Backfire Columnists

Want to write a monthly column in Backfire ? It could be about cars and motorsport in general, club events or your own motoring and motorsport activities.

Event Organisers

Could you organise a competitive or social event ? Perhaps a summer treasure hunt or help with one of our bigger events such as the test day or a sprint. If few people come forward to help with just one event it will make a real difference.

What else ?

What could we do better ? How would you make improve the club, what would you like us to do ?

We would be happy to hear any suggestions you have to help.

Editorial

Time to reflect on another busy month gone by here at Backfire Towers after the exciting day's Autumn Classic racing at Castle Combe, see Pete Stowe's report on the BACMSC Trophy Challenge towards the back of this issue, I headed east to Debden airfield in Essex to marshal at the Herts County Auto and Aero Club Sprint.

Next it was off to Scunthorpe for an interview with a Medical Transport Company where I landed a job as a non emergency ambulance driver based at home here in Bristol, hopefully the 5 day on 5 day off shifts will not interfere too much with my activities with the BPMC, but if you do see me wandering around in a green uniform it will be because I am on call.

More spectating followed at Castle Combe where Bob Bull's son Oliver secured the 2015 Avatar Sports Cars Castle Combe Sports and GT Championship and the next day I was off to a disused slate quarry in Wales to catch round 7 of the AWDC Britpart Comp Safari at Walters Arena, Glyn Neath.

Unfortunately I could not make it to Paul White's talk but as you can read in Tim Murray's report it was without question an entertaining evening.

After my first five day shift with the Ambulance it was great to get out to Castle Combe once more for the MANBAT Pegasus Sprint where I had a lovely time standing in the rain on the start line. Thanks to all those who came along to help with the running of the event and congratulations to the competitors who all managed to avoid hitting the timing gear on the finish line.

Looking forward we have a lucky dip DVD night on Monday at BAWA, if you would like to represent BPMC in skittles please contact Pete Goodman for a match against Bristol Institute of Advanced Motorists at BAWA 7.30pm on the 4th of December.

Then we have the Annual General Meeting on December 14th which will be your opportunity to join the committee and help out with next year's programme, a couple of years ago I volunteered to edit Backfire and have enjoyed the opportunity tremendously, it is amazing how a little time from everyone makes so much happen.

Then on the 27th of December our year will round out at Severn Bridge OLD services with an Auto Solo, I'm due to be on call that day but I hope to make it along to help out with the marshalling.

Wishing you all a safe month's motoring

Ralph Colmar

A Warm Welcome To New Members

Andy Crockett, Adrian Herbert, Adrian Parfitt, Alan Wilkinson, Alec Pringle, Chris Butler, Graham Cowell, James Gould, James Stanton, Julian Richards, Neil Grant, Neil Harris, Nigel Frampton, Patrick Buss, Paul Bird, Robert Maggs, Ross Newman, Thomas Jacomb, Tim Phillips, Bernard Horsfield,

November 2015 Club Event Summary

Monday 9th November - Lucky Dip DVD Club Night

Bring your favourite motoring DVD throw it into the lucky dip hat and see if it gets chosen for screening, 7.30 for 8 pm start at BAWA.

Friday 4th December - Skittles Match

Pegasus vs Bristol Institute of Advanced Motorists BAWA 7.30pm for 8pm Start, – Pre-Xmas social – Free, please e-mail Pete Goodman pete.1goodman@talktalk.net or call 0117 9605367 to register your interest in representing BPMC.

NOTICE OF AGM

Monday 14th December 2015

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 14th December 2015 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 25th November 2015.

The AGM will be followed by the club's 2015 Awards ceremony and free buffet.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

“Enclosed with this month's Backfire are our unaudited statutory accounts for the year ended 31st October 2015. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 14th December 2015.”

2016 Club Committee - Your chance to get involved

Elections for the Club Committee will take place in December and this is your chance to make your bid to hold one of these coveted positions.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities.

You will be made very welcome by the current friendly committee members. Those who are currently on the committee have a lot of laughs and find it a very rewarding activity.

To get involved, sign on the dotted line below

Nominations for the Board of Directors

If you would like to join the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature

Sunday 27th December - Christmas Autosolo

Post-Christmas Autosolo at a new venue for the club, 12:30 pm at Severn Bridge OLD services, usual no helmet, no frills, road car format.

2016 Events

Thurs 10th March - Morgan factory Visit

10am Make your own way to Malvern, nice drive back via Wales. Please contact Pete Goodman Pete Goodman pete.1goodman@talktalk.net or call 0117 9605367 to book a place, there will be £15 to pay per person on the day.



Saturday 7th May - Llandow Sprint

Sunday 3rd July - Hullavington Wessex Sprint

Marshals Required

27th/28th November Roger Albert Clark Rally

Marshals required ffi Matthew Atkinson Chairman Beverley & District Motor Club www.bdmc.org.uk, matthew@bdmc.org.uk



Congratulations to our membership secretary Bob Bull's son Oliver Bull, seen above driving the Ford powered #41 Vauxhall Tigra Silhouette on his way to winning the 2015 Avatar Sports Cars Castle Combe Sports and GT Championship.

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

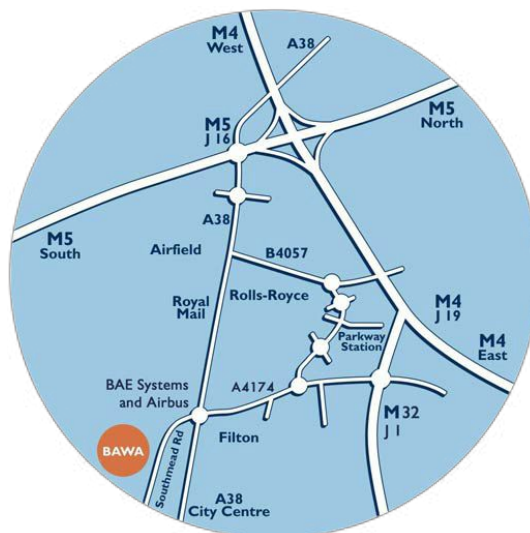
589 Southmead Road, Filton, Bristol, BS34 7RG



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, we recommend arriving at 7:30pm for 8pm starts.



Note : Next BPMC meeting at BAWA is on Monday 9th of November 7:30 for an 8pm prompt start in Room 7.

An Evening With Paul White - BAWA 12th October

Report by Tim Murray - Pictures by Martin Emsley



The evening was intended to be a Q & A session with David Pearce asking the questions, but once Paul got going he needed very little prompting from David to tell us about his thirty years in motor sport. He's a local lad, born in Southmead Hospital in 1948, and is still a member of Tavern MC. He left school at sixteen and started work at Coates Cider. He soon became a driver's mate, guiding Coates drivers all round the country, and found he was good at map reading so didn't get lost, and thus became popular with the drivers.

He then became an engineer with a lift manufacturer, another job involving lots of travel. One day he was up in Machynlleth when he was invited to have a go at navigating on a 12-car rally, in a Cooper S. This was his introduction to the world of OS maps, Romers and Potis, and he found he enjoyed it. So he joined Tavern MC and started navigating on local rallies.

Top driver Bob Chapman then asked him to navigate for him – Paul reckoned that Bob thought he was talking to a far more experienced navigator called (Colin) White. On their first rally together, in a tatty Lotus Cortina, Paul called a 180° left, only for Bob to ask ‘Is that sharper than 90°?’ The resultant impact with a tree didn’t stop them finishing second in the rally.

By 1972 Paul had graduated to navigating for Nigel Rockey on ‘seriously competitive’ Motoring News (MN) Championship events. He found it difficult competing against some of his heroes, but said that the navigation itself was no problem – ‘there were so many spectators at each junction you couldn’t go wrong’.

In 1973 he and Rockey contested two major championships, the MN series and the new Escort Mexico championship. The Mexicos were all the same standard spec, but for some of the MN events they used a really hot Escort with wide arches, 250 bhp etc. Paul described travelling in this car as ‘orgasm after orgasm’.

Their main competitor in both these championships was Russell Brookes, navigated by John Brown. In one East Anglian event Nigel and Paul had put one over on Brookes and Brown as Brown had failed to plot some route amendments, and Paul’s meticulous pre-event homework again paid dividends on the Illuminations Rally towards the end of the year. Both teams drove Mexicos on this event, and set off onto one particular selective on the same minute, which saw a half-mile drag race to the first corner which Brookes won. Paul wasn’t worried – he knew from their recceing that not far up the road there was a long fast straight with a very nasty invisible dip part way along it, and he told Nigel to slow. Brookes found it at full speed. As Nigel and Paul watched, Russell’s car suddenly disappeared, then reappeared, soaring into the air ‘like a Polaris missile’. That ended Brookes’s rally, confirming Nigel and Paul as MN champions. They also won the Mexico series.



Paul's performances had got him noticed by Ford's competitions department, and he was invited to do some events with their works team. One of these was the 1974 Tour of Britain, which featured a series of rally stages interspersed with races at most British race tracks. The event marked the competition debut of the RS2000, and Paul was chosen to sit alongside racing driver Gerry Marshall in one of these new cars. The event featured a titanic battle between Gerry and RS2000 team mate Roger Clark, which Roger eventually just nicked.

Paul got married a few days before this event and so the honeymoon had to be somewhat curtailed. However, one of the overnight halts was in Bristol, local to home, so Paul got his wife to come over to the team hotel. In the morning they went down to the foyer, where Paul was seen to hand his wife a £20 note for her taxi home. After the event Ford's competition manager Peter Ashcroft asked Paul what they had agreed to pay him. '£50', said Paul. 'Oh, I think we can do better than that' said Peter. 'We'll give you £100, plus all expenses – but I'm not paying for that whore in Bristol!'

He also did a couple of RAC Rallies with Ford, navigating for Vic Preston jr in 1973 and Markku Alen in 1974. In 1975 he moved to Chrysler, where he found himself co-driving Colin Malkin in an Avenger. Malkin was reputed to be difficult, but Paul got on very well with him. The Avenger, however, was 'useless'. He also co-drove Chris Sclater and Bernard Unett, and in 1977 finished fourth on the Safari with Andrew Cowan in a Mitsubishi, a firm with which Chrysler had a link at the time.

1978 saw him out in the deserts with the Middle East Rally Championship, but in 1979 he was back with Ford, co-driving his old adversary Russell Brookes in the Andrews Heat for Hire Escort. They had a good season, winning the Manx (one of Paul's favourite events) and finishing second on the Welsh and RAC, but there were a few disasters too. Russell preferred a crash helmet without a peak, which according to Paul made him look like 'a festering pimple'. However, having had problems being blinded by the sun on an earlier event, he was persuaded to use a peak on the Scottish, and appeared with a helmet with an extremely long peak, like those used by speedway riders.

Early in the event they had a big roll which smashed all the windows, but after some delay were able to continue. Paul tried using the radio to alert the team to what had happened, but all he could pick up was white noise and static. After a while it dawned on him that what he was hearing wasn't static, but the sound of Russell being half-strangled by his helmet as the wind whistling through the car got under

the peak and twisted the helmet back on his head.

They went over to Belgium to do the Ypres Rally, which Paul said was a great event with very friendly people. However, their throttle stuck open as they approached a 90° right at a crossroads, flat out. The ensuing roll ended with them stuck in a roadside ditch. They struggled out of the car (to applause from the large crowd of spectators) and scrambled up the bank, which had a fence on top of it. Russell, being short and stumpy, chose to roll under the fence, but Paul, being taller, decided to step over it. After he'd got his leg over Paul found out the fence was electrified ...

At the end of 1979 Chrysler competitions director Des O'Dell took Paul out for a pub lunch and offered him the post of rally team manager. It took Paul about fifteen seconds to accept, thinking that was the end of his co-driving career. He started running the Talbot Sunbeam rally cars, and his life became filled with telexes, event entries, hotel bookings, carnets, customs declarations, service schedules etc etc.

However, they'd been having problems with their young rising star Henri Toivonen, who in the early part of 1980 was having accident after accident. Paul felt he was still a bit immature at this stage of his career, and was being put under more stress during events by having to do all the communicating with the team as his Finnish co-driver spoke no English. Des O'Dell was beginning to worry, and asked Paul to co-drive Henri on an event to assess the situation.

So Paul sat alongside him for the Welsh Rally. All went well and they finished fourth. Paul was impressed with Henri, describing him as 'super-smooth', and reported positively back to O'Dell. When the RAC Rally came around, Henri was asked who he wanted to co-drive for him, and asked for Paul. So in addition to all his managerial duties, Paul had to co-drive for Henri. Paul told us he forgot to put in a Talbot entry for the team prize, and his Talbots came in first, third and fourth. The directors were not impressed and wanted his head, but he survived.

Paul told a story which demonstrated the camaraderie and co-operation that existed between rival teams. On the Portuguese Rally that year many teams had to share radio frequencies, and the Talbot team ended up sharing a frequency with the David Sutton team who were running Rothmans Escorts for Hannu Mikkola and Ari Vatanen. Thus it was that Paul, waiting at a service point, heard Arne Hertz, Mikkola's co-driver, radioing back to David Sutton: 'Hello David, Arne here. I have to tell you we're now 10 metres off the road - and 20 metres below it' They had slid off the side of a mountain and weren't going any further. A few minutes later Arne was

back on the radio: 'Hello David – Ari has now joined us'.

Henri Toivonen's Talbot then stopped at almost the same point with a broken rear axle. As both Sutton Escorts were now out of the event and the Talbot team still had Guy Frequelin to look after, a 'boss to boss' agreement was negotiated and the Sutton boys took a new axle into the stage, replaced Toivonen's broken one and then set about retrieving their damaged cars. Later in the year the Sutton crew replaced a duff electrical power pack on Toivonen's winning Talbot on the RAC.

1981 was a good year for the team. With their two main drivers Guy Frequelin and Henri Toivonen they won the Manufacturers' Championship, with Frequelin second and Toivonen seventh in the Drivers' Championship. Paul suggested that Frequelin might have had the edge because of his co-driver, Jean Todt, who Paul described as a 'clever little bugger'. Todt, of course, went on to greater things and is the current FIA President. There was a fair amount of French/Finnish aggro, and Frequelin tended to get the preferential treatment.

On one occasion Paul was in South America recceing the Argentine and Brazilian rallies. This was in July, in the depths of the South American winter. He and a colleague were out recceing in a Peugeot 504, in the back of beyond, in sub-zero temperatures, when the engine died. Fuel pump failure was diagnosed, and they had no spare. So Paul set off on foot to seek help, leaving his colleague in the car with only a bottle of whisky for sustenance.

Paul knew that there was no point going back the way they'd come, as they hadn't passed any sign of habitation for many miles, so he set off in the other direction. After some time walking he came across a track leading off the main road, and decided it might be worth a try. He was in luck, and eventually arrived at a small village where noises of revelry were coming from the local bar, so he went in. Just as in all good Westerns, the place went quiet and everyone turned to look at the stranger. Paul tried to explain his predicament using sign language and sketches, but wasn't sure if he'd been understood as none of the locals spoke English.

Anyway, they hustled him outside and he was loaded into a decrepit Citroen 2CV along with a large number of the locals – at this stage Paul wasn't sure if they were trying to help him or taking him away to do him in. They drove out of the village and stopped outside a shed. One of the locals went in and emerged with ... a brand new Peugeot 504 fuel pump, still in its packaging. They then took him back to his car, where he found his colleague well and truly sozzled, having drunk all the whisky.

Another occasion where Paul's attention to detail paid off was on an Acropolis Rally, where one of the stages finished at the top of a mountain. They wanted to have a service vehicle at the end of the stage, but there was only one road up and down the mountain. The service car would thus need to get to the top before the road was closed and then wait till all the cars had gone through, but they couldn't spare a service car for that long. Paul made discreet enquiries among the locals and discovered that there was another road, little more than a goat track, leading to the top. Their most intrepid service car driver was given the job of fighting his way up the goat track, which he managed, so Talbot stole a march on the rest.

By 1984 Paul was working in Paris at Talbot's competition headquarters, but the politicking got to be too much, so in 1985 he was back in the UK co-driving Mikael Sundstrom in a Talbot Dealer Team Peugeot 205T16 Group B car, which he described as a 'bomb on wheels' but very fragile. In later years Paul became one of the organisers of the RAC Rally, involved in planning the route.

Paul could have gone on all night with his fascinating reminiscences, but as it was now 10.30 we had to draw the evening to a close. We hope to persuade him to come back at some future stage to finish the story, and thank him very much for a wonderfully entertaining evening.



E-mail from PAUL WHITE To: Dick Craddy

Subject: Re: BPMC - Yesterday evening

Dear Dick,

Following my visit to BPMC on the 12th, I sent your cheque to the MS Society with a covering note and I have recently received the attached reply (see next page).

Once again I would like to express my personal gratitude for your most generous donation. I had Secondary Progressive MS diagnosed in 1981 and was told by the Neurological Consultant that, at that time, there was no treatment for the condition and I could only expect my condition to deteriorate and the only thing that he could do was to offer me some advice - avoid stressful situations and accept the inevitable!! I didn't bother to tell him that I was in the middle of contesting the World Rally Championship!!

Anyway, I decided there and then that I would NOT let the condition rule my life and I resolved to carry-on regardless. However, it is now obviously affecting mobility quite a bit just as predicted but, being a 'competitor' who enjoys winning, I will not simply give up! And this is a message that I always try to impress on other people, that no matter how bad a situation may appear there is always hope so never, ever give in to the adversary.

As I am sure you are aware, at present there is no known cure for MS but research goes on despite the fact that, as there are only 100,000 people in the UK with the condition, the MS Society receives almost zero funding or backing from the Government so research costs have to be covered predominantly by public donations. So, every penny counts in the fight against this dreadful, debilitating condition.

Again, I thank you and Bristol Pegasus Motor Club wholeheartedly for your donation which will, I assure you, help to make a difference.

With very best wishes,

Paul.



Multiple Sclerosis Society

MS National Centre

372 Edgware Road
London NW2 6ND

Phone 020 8438 0700

Fax 020 8438 0701

www.mssociety.org.uk

Helpline 0808 800 8000

Mr Paul White

19 October 2015

Dear Paul

We'd like to say a BIG thank you!

We're really grateful that you've chosen to support the MS Society and thank you for sending in the generous contribution of £200.00 kindly given to you by Bristol Pegasus Motor Club in respect of a Motor Sport Presentation that you delivered to the members.

We hope that you enjoyed your fundraising and we'd love to see your photos and hear your stories. Please share them with us via Facebook (facebook.com/mssociety) or Twitter (@mssocietyuk) and help us inspire others to get involved.

100,000 people in the UK have multiple sclerosis. Without people like you, we couldn't fund ground breaking research or fight for care and better treatments to help people take control of their lives. You've made a real difference.

To find out more about our events and activities, you can visit our website at mssociety.org.uk/fundraising. Alternatively, you can email us at fundraising@mssociety.org.uk or call 0845 4811577. We'd love to hear from you!

Thank you again for being part of our team. Together, we will beat MS.

With best wishes,

Jemima Woolgar
Community and Events Fundraising Officer



MANBAT Pegasus Sprint



Bristol Pegasus Fantasy Formula One 2015

Results After Japanese Grand Prix



Jon Dee remains top helped by good results for Ferrari and Vettel in recent races.
With five races still to go things could still change.

NAME	DRIVER 1	DRIVER 2	TEAM 1	TEAM 2	ENGINE	SCORE
JON DEE	RAIKKONEN	VETTEL	FERRARI	LOTUS	FERRARI	525
KEN ROBSON	ROSBERG	VETTEL	FERRARI	SAUBER	FERRARI	509
ALYSON MARSDEN	HAMILTON	ROSBERG	FERRARI	SAUBER	SAUBER	461
HELENA SARSTED	ERICSSON	GROSJEAN	LOTUS	MERCEDES	MERCEDES	460
DAVE CUTCLIFFE	NASR	RAIKKONEN	LOTUS	MERCEDES	WILLIAMS	441
MATT JOHNSON	GROSJEAN	RICCIARDO	FERRARI	LOTUS	MERCEDES	430
MIKE MARSDEN	GROSJEAN	ROSBERG	MERCEDES	SAUBER	LOTUS	430
MARY CRADDY	BOTTAS	ROSBERG	FERRARI	INDIA	LOTUS	422
DONNY ALLEN	HAMILTON	ROSBERG	LOTUS	ROSSO	FERRARI	416
AUDREY KING	HAMILTON	RICCIARDO	FERRARI	LOTUS	SAUBER	415
TIM MURRAY	BOTTAS	HULKENBERG	LOTUS	MERCEDES	SAUBER	408
DICK CRADDY	HAMILTON	VETTEL	INDIA	ROSSO	WILLIAMS	407
CHARLIE EMSLEY	BOTTAS	ERICSSON	LOTUS	MERCEDES	INDIA	399
JOE ROBSON	RICCIARDO	VETTEL	FERRARI	ROSSO	INDIA	397
ROSS WILLING	ALONSO	HAMILTON	FERRARI	INDIA	ROSSO	394
CHRIS THOMPSON	HAMILTON	SAINZ	INDIA	ROSSO	MERCEDES	380
MARTIN EMSLEY	HAMILTON	PEREZ	SAUBER	WILLIAMS	WILLIAMS	375
SHARON REYNOLDS	ERICSSON	HAMILTON	FERRARI	MCLAREN	ROSSO	375
MARK NIBLETT	HAMILTON	MALDONADO	LOTUS	WILLIAMS	WILLIAMS	374
ANN FARROW	BOTTAS	ROSBERG	SAUBER	ROSSO	MERCEDES	363
MAL ALLEN	BUTTON	PEREZ	INDIA	MERCEDES	LOTUS	363
MICHAEL GRIFFITHS	BOTTAS	HAMILTON	INDIA	ROSSO	WILLIAMS	362
CHRIS BENNETT	BUTTON	RAIKKONEN	FERRARI	MCLAREN	FERRARI	360
KATE HARRIS	GROSJEAN	VETTEL	INDIA	WILLIAMS	REDBULL	357

SAM THOMPSON	BOTTAS	MASSA	INDIA	LOTUS	MERCEDES	342
SIMON MOSS	BUTTON	ROSBERG	INDIA	LOTUS	MERCEDES	338
ALISON BENNETT	HAMILTON	VETTEL	INDIA	MCLAREN	LOTUS	335
BOB BULL	BOTTAS	BUTTON	LOTUS	WILLIAMS	FERRARI	327
MARK ELVIN	BOTTAS	HULKENBERG	ROSSO	WILLIAMS	WILLIAMS	326
ANDREW MOSS	BUTTON	MALDONADO	LOTUS	WILLIAMS	MERCEDES	320
MICHELLE RADCLIFFE	RAIKKONEN	RICCIARDO	FERRARI	MCLAREN	SAUBER	318
CHARLES ALEXANDER	BOTTAS	PEREZ	ROSSO	WILLIAMS	INDIA	308
PAUL BEAL	BUTTON	VETTEL	FERRARI	MCLAREN	MCLAREN	306
BILL FARROW	BOTTAS	HULKENBERG	INDIA	MCLAREN	MERCEDES	290
TOM DEE	BOTTAS	KVYAT	ROSSO	WILLIAMS	FERRARI	273
LIZ MOSS	BUTTON	VETTEL	LOTUS	REDBULL	LOTUS	269
JAMIE BEAL	ALONSO	HAMILTON	LOTUS	MCLAREN	WILLIAMS	262
JOHN HARRIS	BOTTAS	BUTTON	LOTUS	MCLAREN	MERCEDES	253
PETE STOWE	BOTTAS	RICCIARDO	LOTUS	MCLAREN	WILLIAMS	230
JEFF OAKLEY	BOTTAS	ROSBERG	MCLAREN	ROSSO	MCLAREN	220
JOSH BEAL	BUTTON	HAMILTON	INDIA	MCLAREN	MCLAREN	214



Upcoming Races

Round	Date	Race	Circuit	Live on BBC
19	15-Nov	Brazilian Grand Prix	Sao Paulo	Yes
20	29-Nov	Abu Dhabi Grand Prix	Yas Marina	Yes

Autumn Classic Castle Combe



BACMSC Challenge Trophy Race

Castle Combe Autumn Classic

3rd October 2015

While last year's BACMSC Challenge Trophy Race attracted a bumper field from the 500 Owners Association on the first appearance of the diminutive 500cc F3s at 'Combe since 1955, this year the grid was somewhat depleted. The rigours of a dozen frantic laps at the Goodwood Revival just three weeks earlier had taken their toll of the fragile machines – and some of the drivers too. Having finished 2nd at Goodwood, the resulting week of shoulder pain caused by a severe vibration caused David Woodhouse to refrain from racing at Combe. However he did still fly in from Detroit (where he's Design Director at Lincoln cars) especially to demonstrate his 1955 ex-Ivor Bueb Cooper Mk.9, with which 'Ivor the driver' placed first and second in the final two 500 races at Combe 60 years ago.

Just 13 cars arrived for qualifying, although some of those were not without problems. Brian Jolliffe's Cooper Mk.8 was suffering major engine troubles, while Steve Edwards from Bruton, making his 500 race debut in his Kieft Mk.1 prototype, had clutch and fuel issues, but both made the grid after to qualifying out of session. Not so fortunate was Mike Wood, whose ex-Tom Clarke Iota CB2, originally built in Bristol, terminally expired after 6 laps of qualifying with a split crankcase.

Quickest in qualifying were Darrell Woods (Cooper Mk.7) and Xavier Kingsland (Erskine Staride), with Woods taking pole by just over a tenth. Three seconds back in third spot was Andrew Turner's Cooper Mk.6, less than a tenth clear of Bristol veteran Ted Williams, having his first outing in a 500, Tim Ross' ex-Jim Russell Cooper Mk.9, the same car in which Russell had battled with Ivor Bueb back in 1955, and won the last 500 race in period at Combe.

Although the field was small, they still provided superb action, with Turner shooting away at the rolling start in his JAP powered Cooper to complete the first lap with a 4.6 sec advantage over Roy Hunt's Martin, who had the quicker Norton-powered pair of Kingsland and Woods close behind.

Early casualties were Steve Edwards (fuel) and Simon Hewes' Cooper (magneto), who both failed to complete the first lap.



With Andrew Turner already well away, Roy Hunt (Martin) leads Xavier Kingsland (Staride) out of Quarry, followed by Darrell Woods (Cooper), JB Jones (Cousy) and Stuart Wright (Cooper), while Ted Williams (Cooper) & Martyn Sheppard (Effyh) take an outside line.

After two laps Kingsland and Woods got clear of Hunt's Martin and began to steadily nibble away at Turner's lead. By lap 8 of the 10 lapper Kingsland was on Turner's tail and on the penultimate lap swooped round the outside of the Cooper at Quarry to go on to his first ever 500s win. Turner hung on for second spot, despite Woods' record breaking final lap, the trio being separated by less than a second at the flag.



Xavier Kingsland acknowledges the chequered flag, closely followed by Andrew Turner and Darrell Woods.

Hunt and Williams had relatively lonely races in fourth and fifth, well clear of the closely matched trio of Martyn

Sheppard (Effyh), Stuart Wright (Cooper Mk.11) and JB Jones in the Cousy, covered by no more than a second for the whole race. Ninth was

5000A chairman Nigel Challis in the Petty, and rounding out the ten finishers was Brian Jolliffe's Cooper, with a very poorly engine and no working fuel pump, but at least he managed to finish the race.

An exultant Xavier Kingsland is presented with the historic BACMSC Challenge Trophy and the Pegasus Trophy by Nick Wood. The previous best result at 'Combe for Kingsland's Staride had been a 2nd place in the hands of original owner Eric Fenning back in 1954.



Below: Long time club member Pete Allard is reunited with the Iota CB2. Pete used to drive it at sprints and hillclimbs with owner Tom Clarke (of Clarke Brothers Ford dealers of Horfield Road and later Muller Road in Bristol) just after Tom retired from racing it in 1954, and had not seen the car since 1957.





Cooper works team reunion: the 1955 Castle Combe 500 race winning Cooper-Norton Mk.9's of Jim Russell (7) and Ivor Bueb (1). Other 500s on display were the Iota MilliUnion, a Kieft CK52, Cooper Mk.6 and the ex-Peter Collins Cooper Mk.4.



500 Owners Association chairman Nigel Challis in his 1956 Petty-Norton. Although never raced in period at Castle Combe it was sprinted there back in 1967 when fitted with twin Triumph 500 engines and known as the Trident.

Photos courtesy of Jack Flash Photography, Mike Wood & Bill Riley.
Words by Pete Stowe.

BPMC Pin Badges



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

BPMC polo or sweatshirts

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order. alanspencer@orange.net 01179 712587 (Alan is in the process of putting in a new order at the end of September)

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

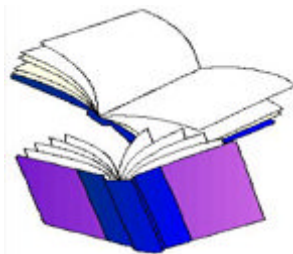


Sweatshirts & polo shirts are available in the following colours and sizes:

White, grey, light blue, royal blue and black - S, M, L and XL.

We are having a new batch of club **car & windscreen stickers** printed details of how to get yours next month.

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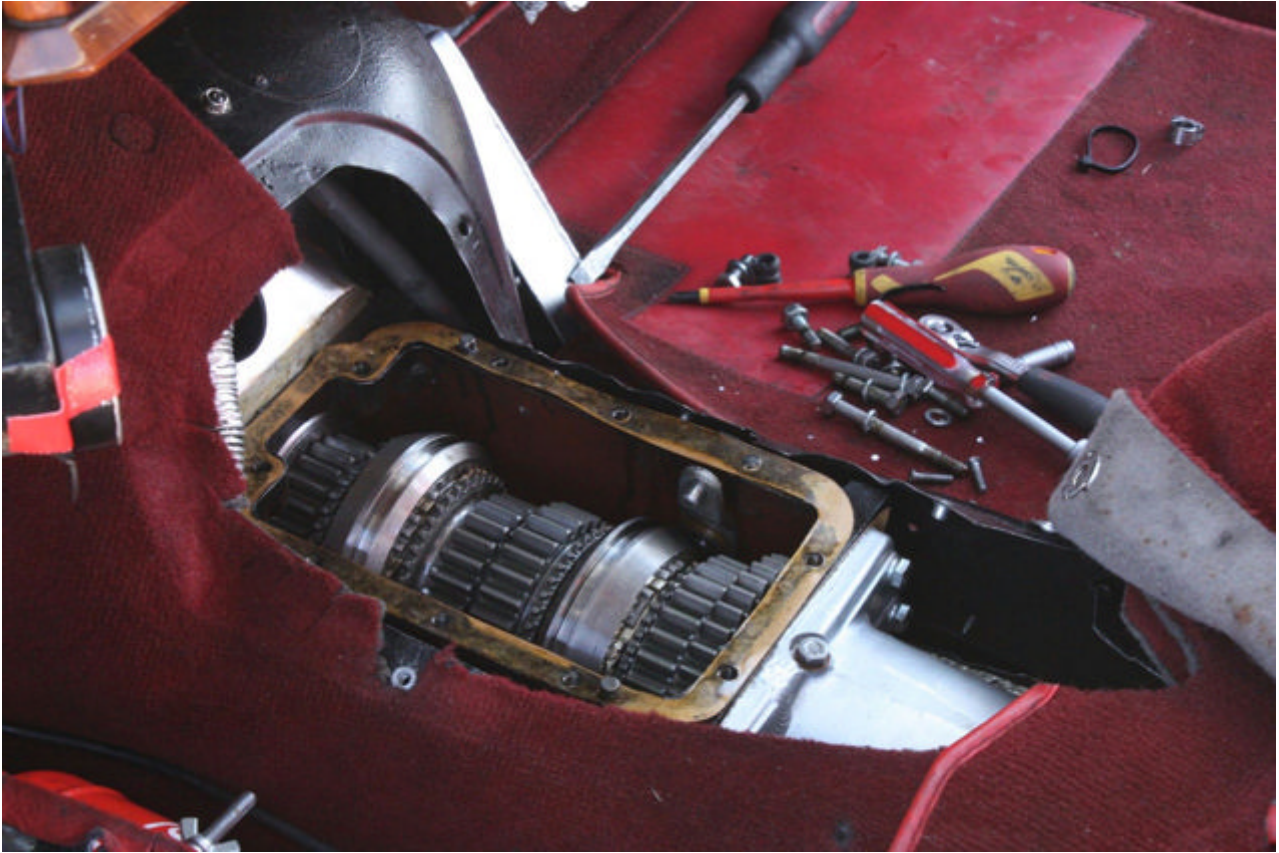
POWER WITHOUT GLORY

Racing the Big-Twin Cooper by Terry Wright

Foreword by Mike Cooper

Power Without Glory is a new look at the early history of the modern racing car. It explores the influences behind the first Coopers, looking back through the history of world record motorcycles, hillclimb and sprint specials and dirt-track speedway cars. The Cooper's mating with the V-twin JAP, and how the engine and the chassis developed, are illustrated by never-before-published factory drawings and hundreds of photographs. The racing and hillclimbing of the early post-war years are covered in depth. Cooper cars played a major part in propelling Britain into a leading position in world motorsport. This is the story of how it all began.

Remember When ?



Backfire



THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2015

	Note	2015 £	2014 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	<u>11370</u>	<u>11370</u>
<u>CURRENT ASSETS</u>			
Stock for resale		98	124
Prepayments and Accrued Income		2	420
Investment Account		13995	13962
Cash at Bank and in Hand		<u>13889</u>	<u>11992</u>
		27984	26498
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		1752	0
Accruals and Deferred Income		<u>2438</u>	<u>3438</u>
		4190	3438
<u>NET CURRENT ASSETS</u>		23793	23061
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		<u><u>35163</u></u>	<u><u>34431</u></u>
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		24661	23352
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		733	1309
		<u><u>35163</u></u>	<u><u>34431</u></u>

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2015 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Martin Baker
4 November 2015

Director

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2015**

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee. There is no share capital.

3 TAXATION

Based on results for the year:
Corporation Tax at 20%

2015	2014
£	£
<u>361</u>	<u>446</u>

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

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](#)



Deadline for Next Backfire: 22nd November 2015
**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

BPMC 2015/2016 Events Calendar

Updates in Bold - More 2016 Events to come next month

Month	Day	Date	Event	Location
Nov	Mon	9th	Club Night	Lucky Dip DVD night, BAWA Room 7 at 8pm
Nov	Fri	13th	Club Trip - Classic Car Show	NEC Birmingham
Dec	Fri	4th	Skittle Match Pegasus vs Bristol IAM	BAWA 7.30 For 8pm Start
Dec	Mon	14th	AGM, Buffet and Prize Giving	Our annual Buffet, prizegiving and AGM BAWA Room 7 - 8pm
Dec	Sun	27th	Christmas Auto Solo and Meeting	Fun Autosolo followed by Post-Christmas drink
Mar	Thu	19th	Morgan Factory Visit	10am Malvern Optional Scenic Drive back via Wales
May	Sat	7th	Llandow Sprint	Llandow Circuit
Jul	Sun	3rd	Wessex Sprint	Hullavington Airfield

NEW - 2015 Xmas Autotest Aust - Sunday 27th December



We are pleased to announce an
All Forward Autotest
Aust Near Bristol

The perfect post Christmas
Motorsport fix

An afternoon of fun timed tests around cones on tarmac
Followed by an early evening social at a local pub

The event is ideal for beginners or experienced competitors
No competition licence, No helmet or overalls
Suitable for most road cars

Further information next month
Entry details coming soon on the club website