

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Chris Buckley steers his supercharged MX5 to victory in the Crumpled Cup  
Auto Solo by Andy Moss**



**October 2015**

# **Contents**

**Chairman's Chat**

**Editorial**

**October 2015 Event Summary**

**Marshalls Required**

**Club Night Venue**

**Castle Combe Track Day by Jim Gaisford**

**Break for the Border Rally 5<sup>th</sup> September 2015**

**The 2015 Crumpled Cup Autosolo**

**Greenpower National Castle Combe Heat 28/9/15**

**Bristol Pegasus Fantasy Formula One 2015**

**Pegasus on the Web and Social Media**

**Pegasus Club Merchandise**

**Club Stand - Castle Combe Autumn Classic**

**Backfire**

**2015 Events Calendar**

# Chairman's Chat

By Andy Moss



Firstly this month a plug for our 12th of October club night which will feature Guest Speaker Paul White. Paul is a former team manager and RAC Rally clerk, as well as renowned co-driver for the WRC greatest including Henri Toivonen, Andrew Cowan and Russell Brooks. Paul is a very good, humorous speaker with many good tales. He will be giving a talk at our club night at BAWA, room 7, from 8pm. The evening will also raise money for Multiple Sclerosis from which Paul suffers.

At this time of year we begin to start thinking about planning events for 2016 – the first draft of the calendar is being compiled as we have to submit it to various organisations to try to avoid too many date clashes. Many of our events can be impacted by lots of other things. Even the dates for Formula One have an impact on our dates at Castle Combe and these are the ones we normally get confirmed last, once all the other major events at the circuit have been planned.

As part of this planning we need to start looking for organisers for next year's events, and if we are to run the same full and varied calendar as in the past, we are going to need some new volunteers to come forward to help. One of the best first events for someone to have a go at organising is one of our summer Treasure Hunts. Last year these were mostly organised by the committee members, and this is something we want to avoid next year – if we can get a few new people to have a go it will free up some time to allow the other events to continue. So if you have not organised an event before or if it has been a while since you have, please get in touch. We will pencil you a date in and give you a full pack of information showing what you need to do – you have over six months before the first one so there's plenty of time !



Two major dates for next year are already confirmed - Saturday the 7th of May will be the Llandow Sprint and we are pleased to announce that we will return to Hullavington for our second sprint at our new venue on Sunday the 3rd of July.

October, of course, means the Pegasus Sprint. We have been thrilled at the demand for entries again this year. The popularity of the event is great in many ways, but also leads to us having to turn people away which is something we really don't want to have to do. We took a very simple approach to allocating entries, which were accepted first come first served in strict order of receipt. Fortunately most Pegasus members were quick off the mark returning their forms.

As always we need a lot of volunteer marshals and officials for the event. We already have a good number of people signed up to man the marshals posts and organise the start line, paddock, signing on and results but we could still do with a few more - to volunteer contact chief marshal Cherry Robinson (cherryzrobinson@hotmail.com).

Many competitors may not realise just how many people are involved in running the event - as well as the army of marshals we have the secretarial team, an MSA licensed scrutineering team, the time keepers, a chief medical officer, as well as ambulance and rescue crews. We also have the Combe Circuit team on hand, complete with the heavy



equipment required to repair the safety barriers and circuit infrastructure should any damage occur during the day. In charge of all of this are two of our own MSA Licensed Clerks of Course. This year we also have a trainee Clerk of Course from the club who is near to completing his training which has taken several years to complete. Overseeing everything is an independent MSA appointed steward to make sure everything is done to a very high standard, he is joined by two club appointed stewards.

I have not added up the exact numbers, but as you can see there may well be as many people involved in running the event as competing in it ! At the end of the event all those people will take away a huge amount of satisfaction from the part they have played in the day. If you want to get involved at any level in some of this please talk to us - you will be made very welcome whether you want to marshal the odd event or aspire to becoming a clerk of course or event secretary, all you have to do is ask and we will do our best to get you involved.



Last month we had a very successful Autosolo, our first at Rolls-Royce. Alan Spencer did a brilliant job of organising an event that was a lot of fun, and a great



example of what club motorsport is all about. For a tenner you could take part in a competitive event in your ordinary road car, with no need for helmet, overalls, licences or any other hassle, just turn up sign on and have a lot of fun. This type of event must be the best kept secret in motorsport. When I see people spending a fortune to do a non competitive track

day or hear complaints that sprinting or racing is too expensive or has too many rules and regulations, I just can't understand why more people don't join in with this sort of event.

The support of Rolls-Royce and the efforts of Pete Goodman in gaining access to the venue, means we can offer these events at a very low fee that covers our costs and MSA permit and insurance fees. We are planning to run another Autosolo event over Christmas at a different venue - Come along on Sunday the 27th of December and find out how much fun you can have next year ! Just don't tell too many people about the best kept secret in motorsport or they will all want an entry !

I also enjoyed Bob Harts excellent Navigation tutorial which took the form of an entertaining talk followed by the chance to try out some practical plotting on the maps. Bob also brought along some interesting Irish maps as well as pictures from his historic rallying exploits.

Finally another couple of new event announcements on Friday the 4th of December we have a Pre Christmas Skittle Match - Pegasus against Bristol Institute of Advanced Motorists at BAWA which Pete Goodman organises. Looking forward to 2016 we are organising a daytime visit to the Morgan factory on Thursday the 10th March.

Andy Moss - [andy@mosssdata.co.uk](mailto:andy@mosssdata.co.uk) - 07710 000144



## Editorial

It has been another fabulous month for your Backfire editor, starting with The Crumpled Cup Autosolo organised by Alan Spencer in the Rolls Royce car park, which brought about more smiles per mile than I could possibly have imagined before the start, wish I had known about the discipline when I was starting to drive.

Next day over at BAWA Bob Hart gave us a useful insight into the variety of navigation disciplines used for navigation exercises and 12 car rallies, with some useful tips on how to go about tackling them, I wonder if anyone else in the club has an appetite for trying a table top rally over the winter months ?

Mid month I visited the Rally Day at Castle Combe, it was lovely to see the circuit being used in so many different way's part track day, part tarmac stage, part mixed surface stage and then there were several All Wheel Drive demonstrations involving Raid cars and AWD Trials vehicles, the highlight was seeing Ari Vatanen in throwing his Mk2 Escort about with the same flamboyant skill as in 1975.

This month has already seen the fabulous Autumn Classic come and go, which I'll cover in greater detail next month.

Looking ahead we have Paul White coming to share some of his stories on Monday and then we will be running the Bristol Pegasus Sprint. I have been asked to remind members not participating that we could do with a few more volunteers to help run the event in a variety of capacities none of which require much in the way of experience, please contact Cherry Robinson if you can come along and help out.

On the subject of volunteering we will be looking for some new blood on the committee next year, again not much is required in experience but a can do attitude to helping out with various activities, in the time I have been a member of the committee I have only made the smallest of contributions as time allows, but with everybody else's involvement they have added up to a satisfying far greater good, many hands make light work as the saying goes.

Thanks to Martin Baker for sharing his story of a day out with six interesting cars and to Pete Goodman for his update on the BPMC sponsored Greenpower Team.

Finally there are still a few places left on the club minibus trip to the NEC Classic show on Friday November 13th, please let me know if you would like to join us.

Wishing everyone a safe months motoring.



**Ralph Colmar**

## **October 2015 Club Event Summary**

### **Monday 12th October - Paul White Talk - BAWA**

BPMC is honoured to host an evening with Paul White, international rally co-driver, team manager and RAC Rally clerk, the renowned co-driver for the WRC greats including Henri Toivonen, Andrew Cowan and Russell Brooks is a humorous speaker with many good tales. At BAWA, room 7, 7:30 for an 8pm prompt start.

### **Friday 13th November NEC Classic Motorshow**

We are planning on taking a minibus to the NEC for this event tickets will be £24.00 each please contact Ralph e-mail: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) if you would like to join us, there will be 16 places on the bus, first come first served.

## **New Event Announcements**

### **Friday 4th December - Skittle Match**

Pegasus vs Bristol Institute of Advanced Motorists BAWA 7.30pm for 8pm Start, – Pre Xmas social – Free. Pete Goodman organises.

### **Sunday 27th December - Christmas Autosolo**

Post Christmas Autosolo at a new venue for the club. More details coming soon.

## **2016 Events**

### **Thursday 10th March - Morgan factory Visit**

10am Make your own way there, nice drive back via Wales. £15 Pay on the day - more details soon.

### **Saturday 7th May - Llandow Sprint**

### **Sunday 3rd July - Hullavington Wessex Sprint**

## **Marshalls Required**

### **Saturday 24th October Bristol Pegasus Sprint**

Marshals required to help with the running of our season closing track event, free lunch for our volunteers, ffi contact [cherryzrobinson@hotmail.com](mailto:cherryzrobinson@hotmail.com)

### **27th/28th November Roger Albert Clark Rally**

Marshalls required ffi Matthew Atkinson Chairman Beverley & District Motor Club [www.bdmc.org.uk](http://www.bdmc.org.uk), [matthew@bdmc.org.uk](mailto:matthew@bdmc.org.uk)

## Club Night Venue

Our regular venue is -

**BAWA Leisure Centre**

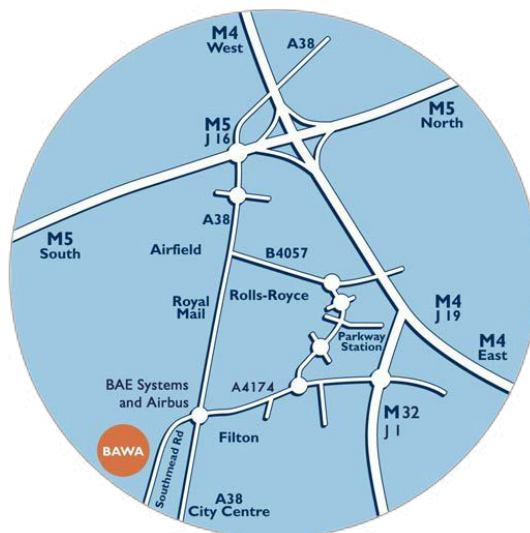
**589 Southmead Road, Filton, Bristol, BS34 7RG**



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 12th of October 7:30 for an 8pm prompt start in Room 7.**



## Castle Combe Track Day by Jim Gaisford



Jim has a large portfolio of photographs taken at our track day for copies contact Jim at :- Foxcroft, Bath Road, Colerne, SN14 8EH, Tel: 01225 743400, Email: [johngaisford405@gmail.com](mailto:johngaisford405@gmail.com)

# Break for the Border Rally 5<sup>th</sup> September 2015

Words and pictures by Martin Baker Additional material by Pete Goodman

Not really a rally, but a sort of Touring Assembly with stages in half-a dozen classic cars...

Towards the end of last year the guest speaker at an IAM Bristol Group meeting was Graham Eason, proprietor of Great Escape classic car hire. He gave us an outline of his business, which is essentially the hire of vehicles from Austin Allegros to E-Type Jaguars, either to individuals on a daily basis or to film/television companies requiring a period vehicle. One of their products is a "Rally Day" based on a number of interesting routes on public roads. Pete Goodman and I decided that we would buy ourselves one of these as a self-funded Christmas present, finally settling on a tour of mid-Wales in early September.

A little before 8.30 on the appointed day we gathered, with eight other crews, at Great Escape's "Cotswold" headquarters on an industrial estate in Redditch. Some of the other participants had done this before with different cars on different routes. Nine crews meant nine cars available, these being; Chevrolet Corvette (1969), HMC (Healey) Mk IV (1999), Jaguar Mk II – 3.4 & 3.8 (1965), Jensen Interceptor (1974), MGB GT (1971), Porsche 911 (1969), Rolls-Royce Silver Shadow III (1976), Triumph Herald convertible (1968).

There was also a back-up vehicle that was to be trailered by Graham and his team behind the main convoy, a 1971 Morris Minor convertible. Luckily the weather, although slightly damp at first, turned out to be fair enough for open-top motoring! There should also have been an E-Type, but it had been stolen by a "customer" a few days before, and their "spare one" was out on wedding hire.

After complimentary breakfast (bacon bap and tea served from a Michelin tyred van) Graham explained there would be five stages of about 35 – 40 miles, at the start of each we would draw a set of keys from a hub cap to determine the car we would drive on that stage. It was up to us to locate an approximate halfway point to change drivers, and each car had a descriptive illustrated road book and atlas in case we got lost. We could return the key of any car we had already driven back to the pot and draw again, and if there was anything we would like to drive that we hadn't then there was time at the end of the day to do that. He also gave us a couple of tips regarding driving the LHD cars (Corvette/911), mainly concerning keeping well to the left on left-hand bends to reduce the state of panic in the passenger!

So, time for the first draw, which Pete delegated to me... I came out with a key marked "GM", which meant -

## **Stage 1 Redditch – Leominster, Chevrolet Corvette**

Great, an open-top left-hooker to start with! (First time on a public road for me). But of course auto box which took some of the thinking out of it, especially after we decided that the best way to drive it was to leave it in second. Setting a pattern for

the rest of the day, Pete took the first driving stint, thereby guaranteeing we would at least get the navigation right as far as the half-way point on each stage. We thought that for an American barge it handled reasonably well. We both found it difficult at first to avoid moving to the right to get better views on the left-handers, but a couple of almost near-misses soon cured that! Of course, right hand bends were much more of a doddle. The 5.7-litre V8 had plenty of grunt, and once we got out of Redditch and Droitwich and onto the A443, B4197 & A44 through Bromyard we found there was plenty to enjoy. Downsides were the very small mirrors and slightly heavy steering at low speeds.



All to soon we arrived in the car park of an up-market car accessory shop just to the south of Leominster (toilets were designated as “Le Mans” and “La Womens”) and it was time to re-group and draw another set of keys. This time it was Pete's turn. “I'm not sure I want to drive that”, was his initial reaction. “Well, I do!” I said. So,

## **Stage 2 – Leominster – Crossgates, Rolls-Royce Silver Shadow**

Bit of an oddball, this, as the car doesn't actually belong to Great Escape; it's hired to them by a private individual who obviously doesn't mind total strangers adding to its indicated 102k miles. Verdict – for what it is, quite amazing! We were pleasantly surprised by how a car of these dimensions could be hustled along and could be used for rapid overtaking manoeuvres. As they say, power is “adequate”, the 6.75-litre V8 being easily the biggest either of us had driven on the road (at that point). Again, left in “Intermediate” it practically took care of itself, leaving us free to wave at the peasants as we passed. Its luxury pedigree only really showed itself on the tighter bends, where it had a tendency to wallow a bit. It's a cliché, but at one stop, Pete asked “What's that noise?” “It's the clock ticking”, I replied. And such a ludicrously thin steering wheel for the size of car! Difficult to get lost on this stage as the only road required was the A44. We had a couple of minor incidents on this stage, both under my stewardship. Rolling(!) along at nearly 60 mph, slight rise and right-hand curve but great visibility, has the old fossil in the Nissan Micra about to pull out of the lay-by seen my 2-ton bulk approaching him? My best IAM commentary at this point would have been “Covering the brake in case he hasn't, you will have noticed that I have now braked quite firmly because he didn't.” Brakes are also adequate! Just before Crossgates we ran over a cattle grid, accompanied by a further metallic clang as we lost our offside rear wheel trim. A couple of “turns in the road using forward and reverse gear” (easier said than done in a car 18'-something by 6'-something) recovered the item.

And so to lunch, at the Cafe Express, also something of a biker's haunt. Again, food and drink were complimentary, although the staff had to be convinced that somebody else was going to pick up the tab. I chose the sausage baguette with



chips, appropriately accompanied by an amusing mug of PG Tips (I recommend the '15 vintage), my partner plumped for a jacket potato and coffee.

We discovered that this had been a troublesome stage for others, too. One of the Jags had suffered a puncture, delaying its arrival somewhat, and the Happy Herald had refused to start, bringing on the super-sub Moggy to complete the day. Graham and his team went around the more thirsty cars refuelling them from jerry cans.

My turn again to pick a key. "It says 'Ford' on here", I informed Pete. "There isn't a Ford", he asserted. "Yeah, I know. It also says 'Healey', will that do?"

### **Stage 3 – Crossgates – Sarn , HMC Mk IV**

Probably the most coveted car in the pack and a lovely experience. Flat cap firmly on (yes, really) we set off up the challenging A483 to Newtown in this sophisticated update of the classic Austin Healey 3000. Pete had the best half of this with some open sections allowing "enthusiastic" driving, including a couple of passes on other members of our group. Plus points – the very eager 3.9 Rover V8 and its terrific noise, great handling (almost) and gearbox. Minus points – torque steer to the left under power and to the right when lifting off, and an interesting control layout where "long-stay handbrake" wasn't a comment but an instruction to the passenger! We never did establish whether the steering issue was confined to this particular car or was a feature of the model, but once we'd worked it out it wasn't too bad to live with. Our only problem on this stage was the numpty overtaking on a blind bend coming the other way; brakes on the HMC are also "adequate"! I drove the more restricted section into Newtown and out again on the A489, having to ease off on several occasions to drop back from the sedately driven Roller and then give it some gun to catch up again. Despite its foibles, very wantable, not very affordable! (Un)interestingly, the car was featured on the following week's *Antiques Roadtrip* with Paul Laidlaw at the wheel.

We re-grouped again in a lay-by and Pete drew the 3.4 Jaguar. However, we were instantly approached by the couple in the 3.8, they had already driven it, would we like to swap?



### **Stage 4 – Sarn – Clee Hill Viewpoint, Jaguar Mk II 3.8**

Routed via the A489, B4385 to Bishop's Castle, A488 to Clun, B4368 to Craven Arms then A49 to Ludlow and A 4117 to Clee Hill. "This will be a bit like an E-Type but with bodywork!", I said. Hmm. Although we were going to end this stage at a high point, it's fair to say that this is where things started to go downhill a bit... Yes, you have to make allowances for the fact this is a 50-year-old car, and true, it did go and handle like a sports saloon should – easy to see why both sides of the law used it in the 60's – but just one or two niggles to detract from the enjoyment. For



example, the throttle was very stiff and jerky, the clutch came in right at the top, overdrive not functioning, and most worryingly, a strong smell of petrol every time a bit of right foot was used. As Pete said, "I was expecting something near to a BMW straight six, this is more like a Gardner (bus) engine!" - in that it took a long time for the revs to die back after the throttle was lifted. Coupled with an unsprung gear lever, it meant that gear changes were not so much made as applied for as far in advance as possible. But, as I said, once in fourth with a bit of open road it didn't cruise at all badly, and the steering was reasonably precise.

At the Clee Hill halt (wonderful views, other panoramas are available) were were advised that the format had changed for the last stage and we could ask for any car on a first come, first served basis. The 911 and Jensen were already taken, the most sporty car that had yet to be bagged was the MG, but where was it? When it finally arrived, the incumbent driver informed us that it had "a bit of a misfire". If only there were a Nobel Prize for understatement...

### **Stage 5 – Clee Hill to Redditch, MGB GT**

Given that the point of the whole exercise is to enjoy driving these classic cars, this was where it all went wrong; the MGB GT was much more an ordeal than a pleasure. Put simply, it wouldn't rev beyond 1500 (we think – broken instrument) or take any throttle past "not much" without making a noise like the start of WW III accompanied by a violent jerk each time the engine missed a beat. We assume the problem had developed during the day, but that didn't help matters. The first part of the route (downhill to Cleobury Mortimer then along the B4202 to Great Witley) wasn't *too* bad, but the section following back to base via Droitwich in a built-up area with all the attendant traffic control was a bit of a 'mare. We found the only way to make progress was to drive to the principle of "gear before speed", coaxing it gently into top at 30 mph then flicking the overdrive switch to gain another 7 mph without touching the accelerator. Luckily the "B" series engine has relatively high torque for its size... We registered our disapproval of having to nurse the car for 30-odd miles instead of experiencing some of its performance and pedigree.

As promised, we were then allowed to go for a short solo run in any car we fancied. Pete got the 911, and I asked for the keys to the Jensen...

### **"Section 6" - Extended tour of Redditch Ring Road, Jensen Interceptor**

Before we set off we were given a recommended route. "Down the ring road a bit, couple of miles of dual carriageway, up to the roundabout and back." Easy. Except I was enjoying driving this great lump of a 7.2 litre touring car so much I missed the junction. No problem, come off at the next one and swing back from there. So, next junction, up the slip road, fourth exit, back on the dual carriageway. A few miles of cruising later I started to wonder what had happened to the retail park I had passed on the way out. Ah! Must be on the wrong road, again no problem, off at next junction and retrace my steps... Except the next junction didn't have a roundabout, it just led me onto another dual carriageway. To cut a long story short, and after joining the exclusive list of people who have driven a Jensen Interceptor around a Morrison's car park, I then picked up signs for the town centre, which eventually

took me back to the roundabout which had been the source of the disorientation and, bizarrely, I was approaching it from the same direction! This time *fifth* exit and soon back to the industrial estate to apologise for taking more than thirty minutes over a 10-minute drive. They didn't seem to worry. The car? Well, you just put it in "Drive", add throttle to taste, and let it burble along at something under 12 mpg. Perhaps not the most involving vehicle in the world but really nice and relaxing to pose in (when you aren't panicking over where you are) and also nice to be able to say you've done it. And of course the biggest engine I've ever had on the road!

Pete's verdict on the 911? "Basically nice but heavy clutch that needed full travel and reluctant gearbox, would have been OK on open road but not much good around Redditch in rush hour!"

Overall, apart from the dodgy MG and the slightly imperfect Jag, we considered the day reasonable value for money (after all it included all fuel and food) and, funds permitting and subject to cars and route available we might well do it again one day. And we've also been promised a day's use of their other E-Type!

(A version of this article has also appeared in "The Link", the magazine of the Bristol Group of the Institute of Advanced Motorists).

## **The 2015 Crumpled Cup Autosolo 13th Sept**

I made my way over to the Rolls Royce Car Park at Filton for the Bristol Pegasus Motor Clubs first Crumpled Cup Autosolo a couple of weeks ago . Upon reflection I wish I had stopped off longer at The Ark Bus, 1982 MCW Metrobus, a faith in motion project parked in the car park, to ask for some much needed divine intervention to help me to remember the three different routes through the 31 cones that were to make up the three timed tests of the event.

My Volkswagen Golf Mk IV Estate is not an obvious choice of vehicle for this type of event and certainly not when carrying more than half a tank of fuel, but I had fun in spades despite the fact that of my nine runs, three times through each of the three routes I only managed to complete the course correctly on five occasions ! Better than some so I did not come last in the front wheel drive class.

Father and son George and Ashley Pope shared their Citroën Saxo to take front wheel drive honours with Ashley only scoring two clean runs on the final test which ironically was the only test on which George scored only one clean run, George was the comfortable winner of the front wheel drive class and would have finished 3rd overall had the event been run as an open competition.

Lowest scores of the day were recorded by Chris Buckley in his supercharged Mazda MX5 who only scored maximum points on his very first run of the afternoon.

Everybody seemed to enjoy the event which I hope shall be the first of many to come, my thanks to Pete Goodman for getting permission from Rolls Royce to use the venue, to Alan Spencer for organising the event, to Tim Murray the events secretary and scorekeeper, marshals Ann Mitchell and Nick Woods and not least my fellow competitors who made the 4 hours of the competition fly by.

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>
2	1	George Pope	Citroën Saxo	555
	2	Ashley Pope	Citroën Saxo	569
	3	Ralph Colmar	VW Golf Estate	583
	4	Martyn Mitchell	Honda Civic	676
4	1	Chris Buckley	Mazda MX5	472
	2	Ben Bishop	Westfield SEiW	496
	3	Martyn Lidbury	Vauxhall VX220	575
	4	Andy Moss	Westfield SEiW	593

Class Awards: George Pope and Chris Buckley

Awards will be presented at the Bristol Pegasus MC AGM on the 8th of December, competitors unable to attend please make arrangements to collect your awards.



## Greenpower National Castle Combe Heat 28/9/15

Set off for Combe at 7, chilly and misty, but forecast was good.

Scrutineering was busy with slow progress, but both F24 and F24+ cars were through without hitch. Saw a few old IET and I Mech faces including John Mearns, Pegasus member... Nick add him to our marshals spreadsheet !!

There were 42 starters for the first F24 race... despite calls to line up in no. order the first come front of grid 'no system' seemed to apply...! MPH made a good start with Zak driving and was hovering around a top 10 position after 6 laps when the evil puncture god struck, we had a spare tube but it had been patched and was not holding pressure, so a 41<sup>st</sup> finish one of our worst ever.

On to the F24+ Race Ben in the driver's seat, again no no. order start which cost us a few yards. Lots of big works teams in 24+ nowadays; JLR, Renishaw, MIRA and the very top schools Chipping Sodbury, Sandbach etc.



Ben drove a storming race, slip streaming Dougal until it ran short of power then gliding past. He finished 11<sup>th</sup> from 18; in front of both the Sandbach cars and one of the JLR cars, averaging nearly 30mph, his fastest ever.

Race 2 for the younger F24 boys saw a decent start from James who handed over to Dan at 6 laps, but the car slowing at end of second stint, we took our time over the last driver change to George for the battery to recover.

However after couple of laps he ground to halt and came in on the recovery truck. We discovered one battery low effectively failed, we are into our 3<sup>rd</sup> season with some of them now and the limit is being reached, GP is very hard on batteries. So 23<sup>rd</sup> this time a little better, but nowhere near our best distance of 37 miles this yr.

We are 26<sup>th</sup> in the qualifying table, over 200 cars have competed this year and the top 75 will go to the final at Rockingham Speedway on Oct 12<sup>th</sup>- so not too bad for a local comprehensive school. We need to get our act together bit better for that, drop the F24 gearing a tad for a more reliable run, a bit of luck would be nice as well. Thanks to all the Kids, Parents and sponsors incl BPMP of course.

Pete Goodman.



# Bristol Pegasus Fantasy Formula One 2015

## Results After Singapore Grand Prix



Jon Dee remains top helped by good results for Ferrari and Vettel in recent races.  
With six 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	480
KEN ROBSON	ROSBERG	VETTEL	FERRARI	SAUBER	FERRARI	468
ALYSON MARSDEN	HAMILTON	ROSBERG	FERRARI	SAUBER	SAUBER	425
HELENA SARSTED	ERICSSON	GROSJEAN	LOTUS	MERCEDES	MERCEDES	416
DAVE CUTCLIFFE	NASR	RAIKKONEN	LOTUS	MERCEDES	WILLIAMS	402
MATT JOHNSON	GROSJEAN	RICCIARDO	FERRARI	LOTUS	MERCEDES	393
MIKE MARSDEN	GROSJEAN	ROSBERG	MERCEDES	SAUBER	LOTUS	391
MARY CRADDY	BOTTAS	ROSBERG	FERRARI	INDIA	LOTUS	383
AUDREY KING	HAMILTON	RICCIARDO	FERRARI	LOTUS	SAUBER	382
DONNY ALLEN	HAMILTON	ROSBERG	LOTUS	ROSSO	FERRARI	377
DICK CRADDY	HAMILTON	VETTEL	INDIA	ROSSO	WILLIAMS	377
JOE ROBSON	RICCIARDO	VETTEL	FERRARI	ROSSO	INDIA	369
TIM MURRAY	BOTTAS	HULKENBERG	LOTUS	MERCEDES	SAUBER	368
CHARLIE EMSLEY	BOTTAS	ERICSSON	LOTUS	MERCEDES	INDIA	362
ROSS WILLING	ALONSO	HAMILTON	FERRARI	INDIA	ROSSO	361
MARTIN EMSLEY	HAMILTON	PEREZ	SAUBER	WILLIAMS	WILLIAMS	355
CHRIS THOMPSON	HAMILTON	SAINZ	INDIA	ROSSO	MERCEDES	349
SHARON REYNOLDS	ERICSSON	HAMILTON	FERRARI	MCLAREN	ROSSO	347
MARK NIBLETT	HAMILTON	MALDONADO	LOTUS	WILLIAMS	WILLIAMS	344
KATE HARRIS	GROSJEAN	VETTEL	INDIA	WILLIAMS	REDBULL	334
MICHAEL GRIFFITHS	BOTTAS	HAMILTON	INDIA	ROSSO	WILLIAMS	334
ANN FARROW	BOTTAS	ROSBERG	SAUBER	ROSSO	MERCEDES	333
MAL ALLEN	BUTTON	PEREZ	INDIA	MERCEDES	LOTUS	333
CHRIS BENNETT	BUTTON	RAIKKONEN	FERRARI	MCLAREN	FERRARI	330
SAM THOMPSON	BOTTAS	MASSA	INDIA	LOTUS	MERCEDES	313
ALISON BENNETT	HAMILTON	VETTEL	INDIA	MCLAREN	LOTUS	308

SIMON MOSS	BUTTON	ROSBERG	INDIA	LOTUS	MERCEDES	305
MARK ELVIN	BOTTAS	HULKENBERG	ROSSO	WILLIAMS	WILLIAMS	303
BOB BULL	BOTTAS	BUTTON	LOTUS	WILLIAMS	FERRARI	300
MICHELLE RADCLIFFE	RAIKKONEN	RICCIARDO	FERRARI	MCLAREN	SAUBER	296
ANDREW MOSS	BUTTON	MALDONADO	LOTUS	WILLIAMS	MERCEDES	293
CHARLES ALEXANDER	BOTTAS	PEREZ	ROSSO	WILLIAMS	INDIA	291
PAUL BEAL	BUTTON	VETTEL	FERRARI	MCLAREN	MCLAREN	283
BILL FARROW	BOTTAS	HULKENBERG	INDIA	MCLAREN	MERCEDES	263
TOM DEE	BOTTAS	KVYAT	ROSSO	WILLIAMS	FERRARI	258
LIZ MOSS	BUTTON	VETTEL	LOTUS	REDBULL	LOTUS	251
JAMIE BEAL	ALONSO	HAMILTON	LOTUS	MCLAREN	WILLIAMS	241
JOHN HARRIS	BOTTAS	BUTTON	LOTUS	MCLAREN	MERCEDES	229
PETE STOWE	BOTTAS	RICCIARDO	LOTUS	MCLAREN	WILLIAMS	214
JEFF OAKLEY	BOTTAS	ROSBERG	MCLAREN	ROSSO	MCLAREN	201
JOSH BEAL	BUTTON	HAMILTON	INDIA	MCLAREN	MCLAREN	198



## Upcoming Races

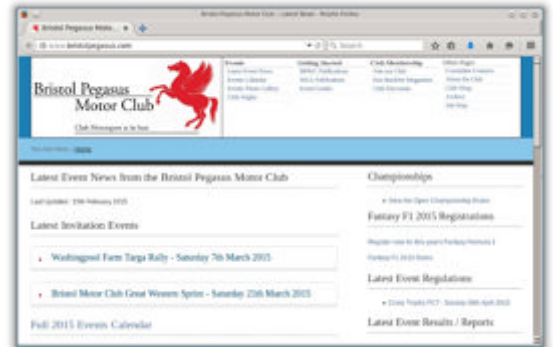
Round	Date	Race	Circuit	Live on BBC
16	11-Oct	Russian Grand Prix	Sochi	Yes
17	25-Oct	United States Grand Prix	Austin	No
18	30-Oct	Mexican Grand Prix	Mexico City	No
19	15-Nov	Brazilian Grand Prix	Sao Paulo	Yes
20	29-Nov	Abu Dhabi Grand Prix	Yas Marina	Yes

# Pegasus on the Web and Social Media

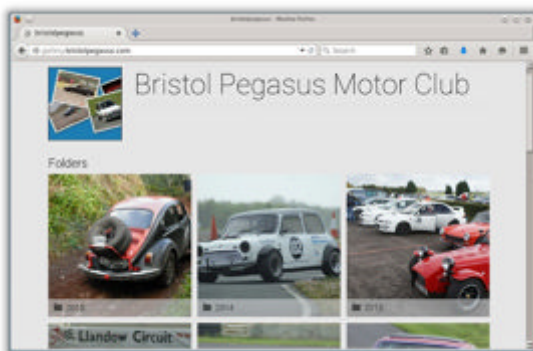
## The club has a number of useful resources on the internet

### Club Website – [www.bristolpegasus.com](http://www.bristolpegasus.com)

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



### Club Photo Gallery – [gallery.bristolpegasus.com](http://gallery.bristolpegasus.com)



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

### Club Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com/facebook)

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



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

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



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

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

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

If you just want the most important announcements sent to you automatically you can follow the club on twitter. You will receive a message when important things like event entry forms are released or when the latest club magazine is available. If you are a regular twitter user and wish to mention the club in your own twitter messages don't forget to include @BristolPegasus in your tweet. You need to be a twitter member to get automatic updates sent to you on your PC or phone, but if you just want to read past messages from the club you can simply point your web browser at the address above.



### **E-Mail Lists**

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



## 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 )

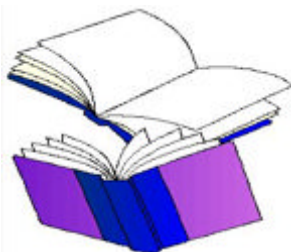
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



**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.

**Help raise funds for Wiltshire Air Ambulance**



**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**

**All commission to Wiltshire Air Ambulance**

## Club Stand - Castle Combe Autumn Classic





# ***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 October 2015**

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

**Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

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

## **Backfire**



©RJ Colmar 2015

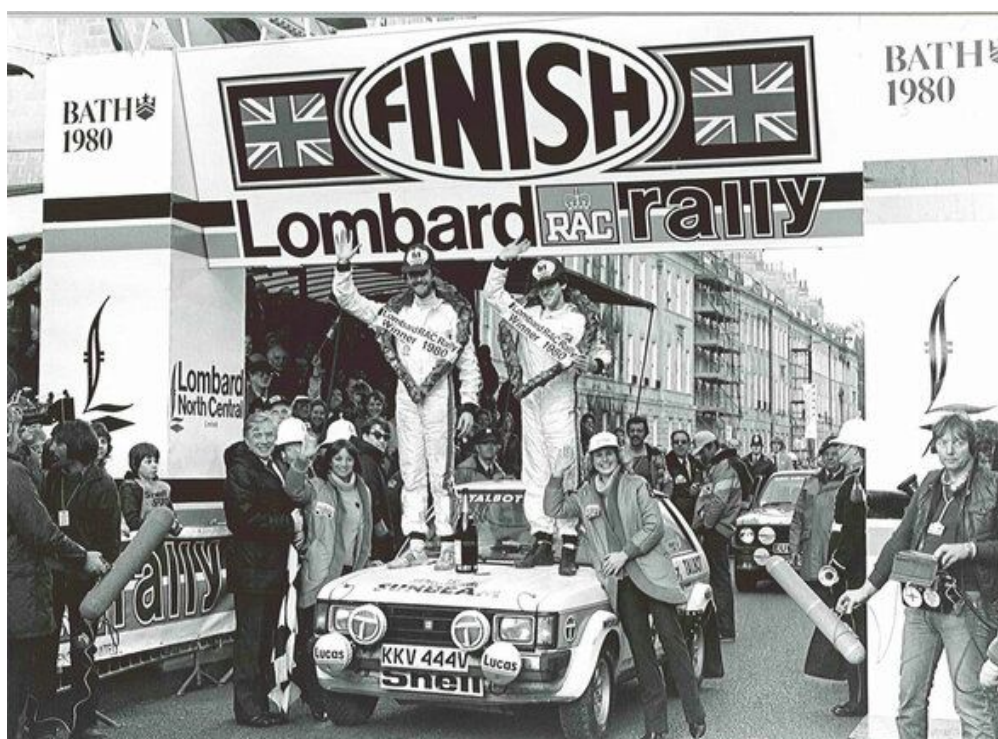
## BPMC 2015/2016 Events Calendar

Updates in Bold - More 2016 Events to come next month

Month	Day	Date	Event	Location
Oct	Mon	12th	Club Night	Paul White, BAWA Room 7.30 for 8pm prompt start
Oct	Sat	24th	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Nov	Mon	9th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Nov	Fri	13th	Club Trip - Classic Car Show	NEC Birmingham
<b>Dec</b>	<b>Fri</b>	<b>4th</b>	<b>Skittle Match Pegasus vs Bristol IAM</b>	<b>BAWA 7.30 For 8pm Start</b>
Dec	Mon	14th	AGM, Buffet and Prize Giving	Our annual Buffet, prizegiving and AGM BAWA Room 7 - 8pm
<b>Dec</b>	<b>Sun</b>	<b>27th</b>	<b>Christmas Auto Solo and Meeting</b>	<b>Fun Autosolo followed by Post-Christmas drink</b>
<b>Mar</b>	<b>Thu</b>	<b>19th</b>	<b>Morgan Factory Visit</b>	<b>10am Malvern Optional Scenic Drive back via Wales</b>
<b>May</b>	<b>Sat</b>	<b>7th</b>	<b>Llandow Sprint</b>	<b>Llandow Circuit</b>
<b>Jul</b>	<b>Sun</b>	<b>3rd</b>	<b>Wessex Sprint</b>	<b>Hullavington Airfield</b>

### Paul White, International Rally Co-Driver Talk

**BAWA Monday 12th October 7:30 for 8pm prompt start**



BPMC is honoured to host an evening with Paul White. The International rally co-driver, team manager and RAC Rally clerk, who navigated Henri Toivonen to an unexpected victory on the 1980 RAC Rally is a humorous speaker with many great stories to tell.