

Backfire

Bristol Pegasus Motor Club Magazine



October 2016

Ben Bishop in his Westfield at our Rolls-Royce Autosolo

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Chairman's Chat

By Andy Moss

Once again we have an excellent entry for the Pegasus Sprint at Castle Combe and unfortunately it does look like we will have to disappoint some entrants, which is always a shame.

The most important people on the day are the marshals – without people volunteering to give up their time to help, there would be no event. We could still do with a few more volunteers, so please consider coming along to help if you possibly can – everyone who does always has a good day out and are really involved with the action. With the excellent facilities on the marshals posts at Combe, you even have shelter if it rains !

It was good to again return to the club's spiritual home at Rolls Royce for our September Autosolo. Alan Spencer and Tim Murray 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 just £10 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 this sort of event. There are pictures and a report later in Backfire, but it just remains for me to thank everyone who helped organise a good club motorsport 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 at Aust over the Christmas period - last year's event was a sell out so make sure you enter early.

We have already have one October event - the Castle Combe Autumn Classic. Again we had an excellent display of club cars - even the rain did not put people off from coming. The wet weather actually made the on track action more exciting - from our stand we could keep dry under our new club "event shelter" and still see the action all the way from camp to Avon Rise. Most dramatic moment of the day had to be the Ford Anglia hitting the armco barrier right next to our stand - the bang made a few of us jump, but fortunately the barriers and catch fencing are very strong. The car did not look too damaged and continued the race. Thanks to Nick Wood for the huge effort in organising our display, as well as to all who brought a car and helped on the stand.

Looking forward, as well as the Pegasus Sprint we have our October club night. The plan is to make this a social along with some entertaining motorsport films.

The week before the Pegasus we have an invite to the MG Car Clubs Production Car Trial at Chew Stoke, an event that I know quite a few Pegasus members plan to attend. In the past this has been a really good event, and well worth entering for a fun day out. Most road cars are suitable for this fun introduction to trialling. At this time of year we begin to start thinking about planning events for 2017 – 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 (andy@mossdata.co.uk or 0117 9041841). 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 !



Editorial

Bill Shakespeare reckoned that “By all these lovely tokens *September* days are here, With summer's best of weather And autumn's best of cheer.”

By my reckoning if I had time to blink I would have missed what turned out to be a wonderful Indian Summer with motoring highlights that started with our Crumpled Cup organised by Spence and Tim Murray and by Pete Goodman who liased with Rolls Royce so that we could use their car park and who also acted as a marshall on the day.

I'm sure I have said it before but it is worth repeating I wish I had discovered auto solo far earlier in life because whizzing around car parks in my Golf Mk IV in first gear and balancing the handling on the throttle is almost as much fun as racing my 2CV back in the early 90's with the benefit of being much cheaper to the tune of many thousands of pounds.

Congratulations to Ade Welsh & Sam Pavey for winning their classes and thanks to Bob Williams for making the front wheel drive class such fun to compete in, can't wait until December 27th when the club will be running its next Auto Solo / Auto Test at Aust Services.

The next day it was off to BAWA for an amusing talk by Bob Rutherford with some entertaining tales of his exploits organising rallies in China including a confession on how he stranded a tourist at the Great Wall.

The following weekend I was up in London and decided to visit Donington Park for the final round of the British GT championship and BRDC British F3 championship all was going well until the motorway information board told me the M1 was closed due to road works, I made it with minutes to spare before the start of the 2 hour feature race and spent a lovely Indian summers day wondering a resplendent track finally restored from the Formula fiasco that afflicted it some years ago.

Last weekend I popped into Castle Combe for a great day's entertainment at the Autumn Classic, the wet conditions really tested the drivers and to their credit most of them stayed on the black stuff.

Looking forwards the Pegasus Sprint on the 22nd I will be the hi vis Michelin man on the start line and on the 6th of November am looking forward to the Haynes International Motor Museum Breakfast Club visit organised by Pete Goodman.

My thanks to everyone who has kindly contributed to this month's issue of Backfire.

Wishing you all a safe month's motoring

Ralph Colmar

Events Calendar

Monday 10th October - Club Night - BAWA

Our next club meeting is at BAWA is on Monday 10th of October. This month will be a social along with some motorsport video on the big screen 8pm start.

Saturday 22nd October - Castle Combe Pegasus Sprint

We are now well oversubscribed for our Pegasus Sprint at Castle Combe - entry list will be sent out very soon. As always we need a lot of people to run the event on the day so please consider getting involved. Contact Cherry Robinson cherryzrobinson@hotmail.com or telephone 01179 783501

Saturday 5th November - RAC Rally of Tests

This event is coming to the RAC building in Bradley Stoke. Chris Thompson has been in touch with the organisers who are looking for help with a test and potentially some traffic management. The clock car arrives at the MC at 7:25hrs so anyone helping needs to be there for 7:15hrs at latest. Hopefully some of our members will find the event of interest. If you are interested in marshalling contact Chris Thompson cmtbristol@btinternet.com or 07917 606337.

Sunday 6th November - Haynes International Motor Museum

Pete Goodman is organising a visit on Sunday the 6th of November to the Haynes International Motor Museum Breakfast Club for members of the Bristol Pegasus Motor Club and Bristol Institute of Advanced Motorists. The Breakfast Club meets at the Museum from 9am. For those who would like, we will be meeting at BAWA at 7.30 for group drive to the museum. The breakfast club meeting is free, the museum restaurant will be open for breakfast, entry to the museum is £13.95 for adults, concessions available, a museum tour is planned which will cost £14 per person or £10 pp if we can get 15+. To book a place phone Pete on 0117 9605367 / e-mail pete.1goodman@talktalk.net

Friday 11th November - NEC Classic Motorshow

We are planning on taking a minibus to the NEC for this event tickets will be £28.00 each please contact Ralph e-mail: backfire@bristolpegasus.com if you would like to join us, there will be 16 places on the bus, first come first served.

Saturday 26th November - Skittles BAWA - 7.30pm

All members and guests welcome to our pre Xmas get together for a skittles match with Tavern Motor Club and Bristol IAM - Free food provided. For more info Contact Pete Goodman on 0117 9605367 / e-mail pete.1goodman@talktalk.net

Invitation Event

Sunday 12th October - MGCC SW Production Trial

BPMC members are invited to the MGCC SW production trial at Pagans Farm, Chew Stoke, Bristol, Map Ref 172/558628, courtesy of Tony and Sally Baker. The entry fee in advance is £15. Entry form on the club website or contact the Secretary Jim Lott on 01454 853985 / 07773491953 or jim.lott@hotmail.co.uk

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

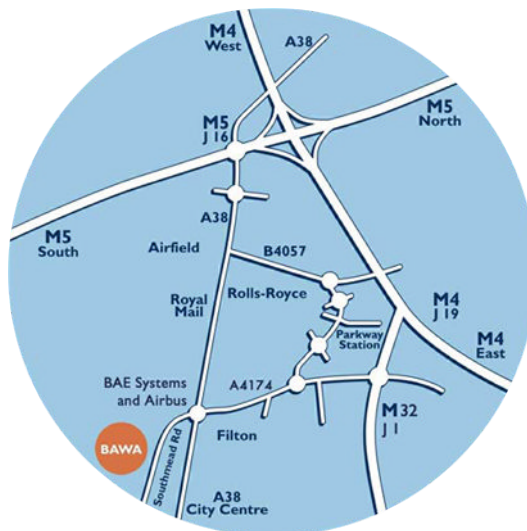
589 Southmead Road, Filton, Bristol, BS34 7RG



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 10th of October 7:30 for an 8pm prompt start in Room 7.

New Automated Membership System

We are introducing a new automated membership system as from October this year. 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 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, existing members should not renew until after 1st January 2017 to ensure they get a full 12 months membership this year.

Marshals Wanted

Saturday 22nd October - Castle Combe Pegasus Sprint

Marshals required to help with the running of our season-closing track event, with free lunch for our volunteers, for further information contact Cherry Robinson cherryzrobinson@hotmail.com or telephone 01179 783501

Saturday 12th November - Wyedean Stages Rally

This year's event will cover three stages run twice, all based in the Forest of Dean.

Marshals of all abilities sought, new marshals will be teamed with suitably trained officials for the day. Online accreditation is recommended which can be done by logging on to the MSA website :- <https://members.msauk.org/imissite/login/default.asp>

Please contact Sarah or Stuart (the Joint Chief Marshals) on sarah01348@hotmail.com or telephone 01594 860016. Please do not phone after 21.00. You can register at: <http://www.wyedeanstages.co.uk/#!/marshals/on53h>



Club Chairman Andy Moss hands guest speaker Bob Rutherford a small token of our appreciation at our last club meeting.

Crumpled Cup Autosolo - Rolls Royce - September 4th

Results

Autosolo

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>
B	1	Ralph Colmar	VW Golf Estate	490
	2	Bob Williams	Peugeot 106 Rallye	502
D	1	Ade Welsh	Mazda MX5	370
	2	Rich Welsh	Mazda MX5	380
	3	Ben Bishop	Westfield SEiW	392
	4	Andy Moss	Marlin Roadster	432

Autotest

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>
D	1	Sam Pavey	Subaru BRZ	405

Class awards: Ralph Colmar, Ade Welsh & Sam Pavey

Awards will be presented at Bristol Pegasus MC AGM on 12th December, competitors unable to attend should make their own arrangements for award collection.

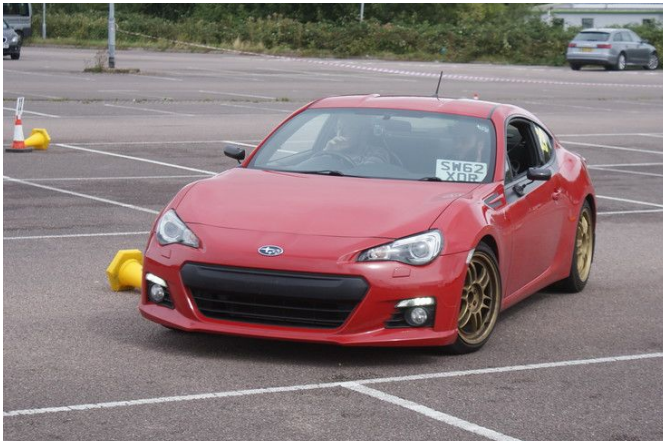
Thank you for coming. We hope you enjoyed the event and look forward to seeing you again.

Bristol Pegasus Motor Club would like to thank Rolls-Royce PLC for generously allowing us to use their facility for this event.

Andy Moss's photos of the event can be found at <http://gallery.bristolpegasus.com> click on 2016 > Crumpled Cup Autosolo.

Tim Murray
Event Secretary

Crumpled Cup Autosolo - Rolls Royce - September 4th



Castle Combe Autumn Classic - Pegasus Club Stand



Castle Combe Autumn Classic - Pegasus Club Stand





The Bristol Aeroplane Company Motor Sports Club

Bristol

Challenge Trophy

2016 Castle Combe Autumn Classic

The club was pleased to once again present our Bristol Trophy for the 500 Owners Association Race at the Castle Combe Autumn Classic. As many will know the Bristol Pegasus Motor Club started life as the Bristol Aeroplane Company Motor Sports Club and the club helped establish the 500cc formula back in 1945. Club Archivist Pete Stowe explains the history of the Trophy and the club involvement with the 500 formula.

On 10 December 1945 around 100 members of the Bristol Aeroplane Company Motor Sports Club, with a few invited experts and guests, gathered in the Company's conference room at Filton to discuss proposals for a new racing car formula for beginners. The outcome of that meeting was a draft National 500cc Racing Car Formula. The rest is history.

The Bristol Pegasus Motor Club, the BACMSC successor club, are very pleased to be able to remember those who pioneered the 500 formula, almost 70 years ago, by assigning the Club's historic BACMSC Challenge Trophy to the 500cc race at the Castle Combe Autumn Classic. The race winner is also presented with the Bristol Pegasus Trophy as a permanent memento of the event.



The BACMSC Challenge Trophy



The Bristol Pegasus Trophy

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy

The silver trophy was originally presented in 1945 by the Club's President, Captain KG 'Ken' Bartlett, then Sales Director of the Bristol Aeroplane Company, for the winner of the 'Bristol' Sprint.

The Bristol Sprint on Filton Airfield on 28 October 1945 was the second authorised speed event held in England following the end of the second world war, and the first

to run on a tarmac track. The winner was FR 'Bob' Gerard in his ERA R4A, who recorded best time of the day of 26.3 seconds over the half-mile course.

1945 Bob Gerard

The trophy was next awarded in 1948 and 1949, now referred to as 'The Bartlett Cup', to the best performing 500 Club Bristol & West Centre member in the Weston-Super-Mare speed trials, and at the Lulsgate race meeting, respectively.

On 9 October 1948 Jim Bosisto in Buzzie 2 placed 4th in the upto 500cc class at Weston, with a time of 29.58 seconds for the ½-mile course along the Marine Parade, just over 2 seconds slower than class winner George Hartwell. On 16 April 1949 Gerry Millington in his MilliUnion finished 3rd in the 5-lap 500cc race at the first race meeting to be held at Lulsgate airfield, near Bristol.



Not used again until the 1960s, the trophy was then awarded to Bristol Aeroplane Company Motor Club championship winners, from 1963 to 1966 to the best 'All-rounder' on closed to club events, and from 1967 to 1971 to the best Trials Driver.

From 1976 to 2010 the trophy was awarded for the best performance by a Club member at the Bristol 'Two Clubs' Sprint (1976-77 Wroughton, 1978-2010 Colerne) It was first awarded to the winner of the 500 Owners Association race for 1946-1963 500cc Formula 3 cars at the Castle Combe Autumn Classic meeting in 2014.

Notice of AGM

Monday 12th December 2016

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2016 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 2016.

The AGM will be followed by the club's 2016 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 2016. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 12th December 2016."

Castle Combe Autumn Classic - Saturday October 1st 2016



Club Member Duncan Pittaway in the Bugatti



Julian Bronson in the Scarab Formula 1 Car



Duncan Pittaway chases a Mustang in his Plymouth Barracuda



We provided the Pegasus themed Trophy for the "Bristol Aeroplane Company Motor Sports Club Challenge Trophy" race - our club having originally started life as the BAC Motor Club



Long time club members Mike Marsden (centre) collects the prize for best club stand for the Historic Lotus Club



We again teamed up with the 500 owners association to celebrate 70 years of the formula which our club helped define in 1945

Castle Combe Autumn Classic - Saturday October 1st 2016



It's an uphill struggle

Feeling a bit woody...

Carry on Classics anyone?

Having passed my ARDS back in 2001 – blimey that seems a long time ago – I only did a few races in a Caterham before abandoning the idea for the ease and enjoyment of Hill climbing and Sprinting. The concept of everyone turning up on a Saturday green and cold with no prior testing or setting up at the venue appealed to me because I have never had the time to be able to do those niceties. It felt like a more level playing field.

But the idea of racing still holds lots of appeal and now that Lloyd is also driving it seems a good time to get back to the idea. If hill climbing is expensive then racing is horrible so it's not without some concern for cost that we approach this.

With an already burgeoning passion for classic cars going on between my ears and lots of time spent lying under old cars for the boys, it seemed a cracking idea to put a historic race car together. I will probably turn out to be wrong – I have been wrong for 24 years...and also married for 24 years funnily enough – but I figured that although putting a historic together was going to be way more expensive than a modern hatch, for example, the residual value of an FIA car seems pretty good and given we are into classics, why not. I just need to put a few things (not mine) on eBay and cancel any expensive holidays (make that any holidays at all) and we are sorted. We have enjoyed Goodwood, Silverstone Classic, Castle Combe Classic, Oulton Park Gold Cup and many others and seeing those 60s cars out there is always a thrill.

So a classic it was and the hunt for a project was on. Far more fun – and also more difficult – than buying a ready prepared example but when you are a dreamer like me none of that seems to matter.

We toyed with saloons but what we really wanted to do was sports cars and so it narrowed down. Not sure if you have noticed the price of FIA Elans recently but they seem way out of most people's league (and mine too) as are many historics. This was not going to be an easy hunt.

And then up comes a barn find Marcos 1800GT courtesy of (the sadly late) Mr Kearns and having owned 2 Marcos', I am a bit partial to say the least. Very underrated in my humble opinion. It's a real barn-find rather than an auction barn-find, where a perfectly good car gets a bucket of pooh and a bit of sawdust thrown over it to turn it into a long lost item of 'value'. This one had not moved very far recently and stank like a dead Gerbil.

A deal was done and it managed to move onto the trailer and into my garage under its own steam – what's left of the Volvo 1800 power just about managing to overcome the binding brakes.

But it's all complete, the wood chassis looks pretty good with no rot found so far. A compression test showed 160 to 180 psi so it's not on top form but neither is it knackered.

We started stripping it Christmas 2015 and, as with the Gordon Keeble, it was nice to find some build dates as we took it apart – June 1965 being labelled inside the fibreglass mouldings. I have the original build docs and letters as well and it was delivered to John Sprintzel's concern in November 1965 before being registered in Manchester on 1st Jan 1966. So in FIA terms its eligible for everything.



I purchased the FIA homologation papers to understand the spec and indeed this car is an early variant with a De Dion rear end. In the day these were raced and were known for throwing rear wheels at the paying public but there are ways to prevent that. Half way through the 100 or so cars in the 1800GT build life the rear end was changed to be an axle for cost reasons. The FIA papers allowed both and anyway the rear ends are fairly interchangeable as the tub is pretty much the same.

The fibreglass shell is bonded to the wood chassis so it's a very early monocoque, being stiff yet light. The holy grail. The outer surface is quite pimpled and its obviously been stored in a damp environment at some point but a couple of 'pimples' rubbed down to show that the glass is good and that the damp is between the layers of paint...lots of layers of paint.

Come February and during the strip down I was alerted to a thread on the web concerning FIA status for the Marcos. The naysayers talked of it being banned. By March and after several calls to the MSA it seemed that the goal was to gently nobble the Marcos.

So Webber 45s become Stromberg CD175s (I had those on the Elan and was not that impressed to be honest), 6" wheels become 4.5" and De Dions are not allowed

so they become Ford or Standard axles. I am not convinced that Marcos' ever ran 4.5" wheels for racing and I know for sure that they raced with De Dions but that's where we are. The original spec is still available to use but only in the GTP class and that seems a bit pointless to me as it would be competing with pure race cars like Elvas and the like. So GTS it is and the spec will be limited. I am sure someone out there is happy though....

We did consider abandoning the race prep idea and just restoring it as a superb classic – after all they are rare, great to drive and good to look at. And very cheap to run with that Volvo donkey in the front. But that would just leave other holes in the plan so right now it's bash on unless the FIA come out with any more howlers.



The FIA published their bulletin in April and confirmed the spec and so we will build to that. The goal is to get it on track for a shake down mid 2017 but of course various googlies could be bowled along the way like running out of money, being away with work all the time and running out of talent. Nothing too serious then.

Young Lloyd passed his ARDS at Silverstone at the end of August so we are one step closer. Two weekends prior at the invitation of Mr Castle – Miller we 'popped' up to Brands Hatch (after

landing from a red eye flight from LA the previous day – AARRGGHH) and Lloyd had the opportunity to get a bit of track time in the Abarth 1000TC which was a great sight to see and very timely as sprinting does not give you much track time in preparation for ARDS.

Despite this being a race project, it really is going to be 'An uphill struggle'.

Jones the Speed

Stop Press Marshals Wanted

For RAC Rally of the Tests Saturday 5th November at the RAC building in Bradley Stoke from 7am ffi please contact Chris Thompson cmtbristol@btinternet.com

Donington Park British GT & BRDC British Formula 3 Finals



Race winners Alistair McCaig & Rob Bell McLaren 650S



2016 BRDC British Formula 3 Champion Matheus Leist (Brazil) Tatuus Cosworth

Donington Park British GT & BRDC British Formula 3 Finals



2016 British GT3 Champions Derek Johnston & Jonny Adam Aston Martin Vantage



2016 British GT4 Champions Graham Johnson & Mike Robinson Ginetta G55

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.

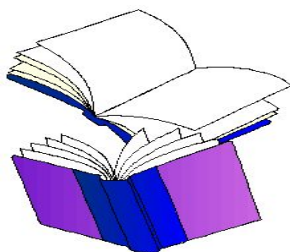
BPMC polo or sweatshirts

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**

Bristol Pegasus Fantasy Formula One 2016

Results after Round 16 - Malaysia

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	921
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	901
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	862
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	772
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	747
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	732
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	731
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	698
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	692
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	662
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	624
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	624
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	558
Bob Bull	Bottas	Button	India	Rosso	Mercedes	552
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	542
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	534
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	524
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	494
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	487
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	484
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	478
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	467
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	457
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	450
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	449
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	387
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	344
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	322
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	304

Deadline for Next Backfire: 23rd October 2016

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

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

BPMC 2016 Events Calendar

Please Note updates shown **BOLD**

Month	Day	Date	Event	Location
Oct	Mon	10th	Club Night	BAWA 8pm
Oct	Sat	22nd	Pegasus Sprint	Castle Combe Entries Now Open
Nov	Sun	6th	Club Trip	Haynes International Motor Museum
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

Backfire



On the 2nd of October 1966 Jim Clark drove his Lotus 43 to win the US Grand Prix at Watkins Glen, he won US \$20,000 in prize money which was more than the combined total of winners takings for all the other 8 Formula One championship races combined.

This was Jim's only win of the season, the only finish for a Lotus 43 from a combined 6 starts in 1966 and 1967, the only finish in 1966 for a car powered by the fabulously complex BRM P75 3.0 H16 motor and remains the only championship Formula One race ever to be won by a vehicle powered by a 16 cylinder engine.