

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Martin Emsley - winner of the Crumpled Cup Autotest**



**April 2017**

# **Contents**

**Chairman's Chat**

**Editorial**

**2017 Events**

**Invitations & Marshals Wanted**

**Club Night Venue**

**An Evening With Stuart Turner**

**Crumpled Cup Autotest**

**It's an uphill struggle**

**75th Members Meeting Goodwood**

**Bristol Pegasus Fantasy Formula One 2017**

**Pegasus Club Merchandise**

**New Automated Membership System**

**Remember When ?**

**A Letter from the Club President**

**Bob Bull's F1 facts Quiz No. 4**

**2017 Events Calendar**

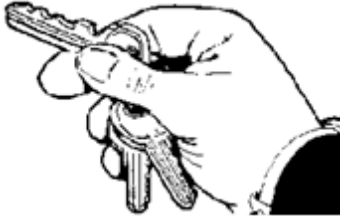
**Backfire**

**Deadline for Next Backfire: 23rd April 2017**

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



## Chairman's Chat

### By Andy Moss

Welcome to the April Backfire - once again I am happy to say it is packed with news about forthcoming events, so make sure you take the time to have a glance through and find out what is planned over the next few months.

For our April Club Night we are very lucky to be able to welcome Anthony Reid - this is sure to be another excellent evening following on from last month's visit of Stuart Turner. I also very much enjoyed our Autotest at Rolls-Royce which was a great deal of fun. We have another low cost fun event to look forward to on Sunday the 23rd of April when our Production Car Trial will be held at Dundry - thanks once again to Duncan Pittaway for use of the venue. For just £10 you can have a great afternoons motorsport, and any road car is suitable. Everyone who has entered in the past couple of years has come back for more - why not join them this year ?



The Grand Prix season seems to start earlier every year and, by the time Backfire arrives with you, we will have already had the first race in Australia. We have again had a good response to the club Fantasy F1 contest, which should add a bit of extra fun to proceedings. The full list of entries and first results are later in Backfire.

As we go to press entries are coming in at a decent rate for our Sprint at Llandow on Saturday May 13th. This will be the only sprint event at the circuit in 2017. If you are not competing please consider coming to marshal – we really do need your help. Contact myself on 0117 9041841 or [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) if you can help.

Looking forward to later in May, we have our first treasure hunt of the year – details of this can be found later in Backfire. Early in June we have the ACE tour. This charity tour is always a lot of fun. The event is aimed at Classic and Sportscars, but there is no minimum age for cars and you will be made very welcome whatever you drive. Our chosen charity this year is Diabetes UK a very worthy cause.



Entries are also due to open soon for our Castle Combe Track Day on August the 19th. We are very lucky to have an exclusive Summer Saturday at Combe. We believe this is the cheapest track day at the circuit, but more importantly it must be one of the best. Entry details soon on the club website.

Finally a mention for our new Charity Tour in September which has largely been driven by our Charity Co-ordinator Matt Johnson. This looks an excellent addition to the club calendar whilst again raising money for a very good cause. Sunday the 24th of September is the date for your diary.

## Editorial

“April hath put a spirit of youth in everything.” William Shakespeare

March delivered far more than was promised, starting with the entertaining evening with Stuart Turner, summarised by Tim Murray in this issue of Backfire.

The evening also featured a charity raffle for a ticket for the 75th Goodwood Members Meeting, kindly donated by Bob Bull which was won by Dick Craddy. Unfortunately it transpired that Dick was double booked for the weekend and so he kindly and unexpectedly passed the ticket on to me.

Instead of attending an AWD Club event in a disused slate quarry near Merthyr Tydfil dressed up like the Michelin man I found myself at Goodwood dressed up like the Michelin man and enjoyed a superb day of vintage and classic racing, photo's can also be found within.

The following week I spruced the Golf up for our Spring Autotest held in the Rolls-Royce car park at Filton. I had great fun destroying a NSF tyre coming third in a class of three, congrats to overall winner Martin Emsley, results also in this issue.

In between work and the above I also cleaned up the rear wheels of the Connew and took them back to Essex where Peter Connew now has John Love's old DFV block sitting in his garden shed along with a Hewland DG 300, both on loan courtesy journalist Doug Nye and Hall & Hall respectively. The car will be standing on its own wheels for the first time in 45 years at Goodwood Festival of Speed.

Looking ahead as we go to press I am preparing the Golf for its first ASWMC Autosolo this weekend and have acquired a second spare wheel in anticipation of a high rate of tyre wear at Kemble in an event organised by Bath MC.

Work permitting I am looking forward to our evening with Anthony Reid on the 10th, I remember him finishing third in the Alpha Racing Team Porsche with David Sears and Tiff Needell behind two Jaguars at Le Mans in 1990 like it was only yesterday.

Again if work permits I will attempt to bring my company T5 to Duncan's farm to help out with the marshalling at the Cross Trophy on Sunday the 23rd, also looking good to take part in our Spring Treasure Hunt on the evening of Monday May 8th.

My thanks for their help producing this month's issue to; Andy Moss, Tim Murray, freshly wrapped in PPF to protect his latest investment Phil The Speed Jones and Club President Mike Manning for his fascinating tale of how Bristol's Pampas Bull got him involved with competing with a Skoda on the 1961 RAC Rally.

Wishing you all a safe month's motoring.

**Ralph Colmar**





# Events Calendar

## Monday 10th of April evening with Anthony Reid BAWA 8pm



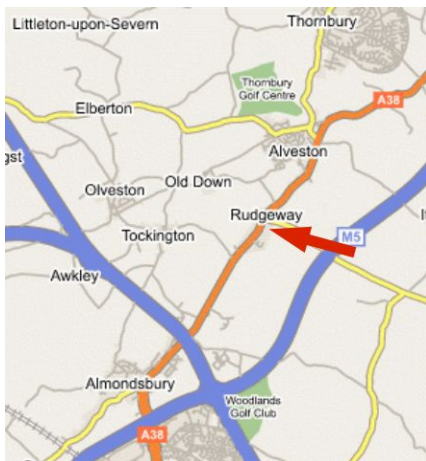
For our April Club Night we are pleased to be hosting an evening with Japanese F3 and British GTC champion, touring car and Group C driver Anthony Reid. We will be joined by Club Lotus Avon, so there is sure to be a good attendance - many thanks to Rob Ford for his help in arranging what promises to be an excellent evening.

## Sunday 23rd April - Cross Trophy Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. Entry details coming soon on the club website or contact Event Secretary - Tim Murray 0117 9499449, [secretary@bristolpegasus.com](mailto:secretary@bristolpegasus.com)

**A brilliant fun afternoon with your ordinary road car - any car is suitable**

## Monday 8th May - Spring Treasure Hunt



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

## Saturday 13th May - Llandow Sprint

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

**Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded**

## **Sunday 4th June - ACE Classic and Sports Tour**

The Tour will follow a new route starting in Chipping Sodbury and heading into Wiltshire which is being planned by Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving. Details later in Backfire or on the website.

## **Invitations & Marshals Wanted**

### **Devizes & District MC The Devil's Tour 15/16th April 2017**

The "The Devils Tour" will start and finish at Westbury, Wiltshire. Marshals interested please contact :- Keith and Janet Edwards on 01225 755077 up until 9 p.m. or email [keithandjanet1@btinternet.com](mailto:keithandjanet1@btinternet.com) All manned controls will receive a "goody bag" or similar, to show our appreciation.

### **Wiscombe Park Hill Climb - April 22nd / 23rd**

Woolbridge Motor Club are looking for 'seasoned campaigners', last year's new faces and novices alike to help them with marshalling. Each person that drives to the event will be given £10 towards fuel costs together with the normal free lunch vouchers and camping in the top paddock. Contact Worth Birkill, Chief Marshall on 01305 854765 or 07823 554246

### **11<sup>th</sup> Bovey Down Classic Trial - Sunday 30<sup>th</sup> April**

Windwhistle Motor Club are looking for marshalls, there will be a local charitable catering marquee and on site toilet facilities.

Please contact Anna Robinson - 07780787529

[David@robinson2x.plus.com](mailto:David@robinson2x.plus.com)

## **Bloodhound SSC Update Events**

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

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

To enquire about our packages, availability, or to make a booking, please email [visit.us@bloodhoundssc.com](mailto:visit.us@bloodhoundssc.com)

BLOODHOUND PROGRAMME, Unit 3, Avonbridge Trading Estate, Atlantic Way, Avonmouth, Bristol, BS11 9QD [www.BLOODHOUNDSSC.com](http://www.BLOODHOUNDSSC.com)

## Club Night Venue

Our regular venue is -

**BAWA Leisure Centre**

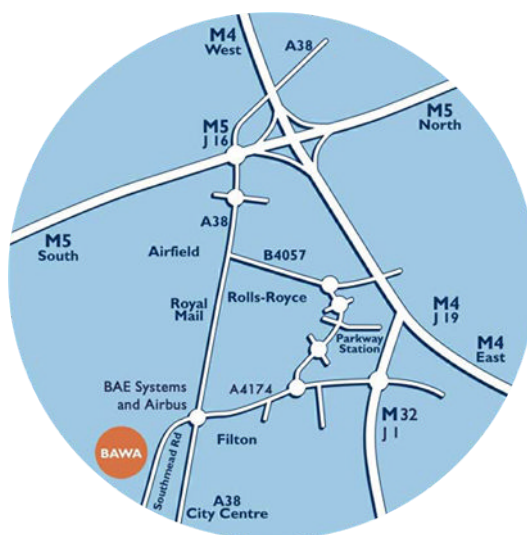
**589 Southmead Road, Filton, Bristol, BS34 7RG**



Our regular club meeting venue is BAWA Southmead Road Bristol.  
All are welcome you do not need to be a BAWA member.

We normally meet in Room 7 or Room 4 - Check the board at reception for which room. 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 our AGM on  
Monday 13th of February 8pm start**

## An Evening With Stuart Turner

At the March club night we enjoyed a most entertaining talk from Stuart Turner entitled 'My misspent life in motor sport'. He told us he was born and grew up in the Stoke area. After leaving school he got a job in the County Treasurer's office in Stafford, but was then very soon called up to do his National Service (still compulsory in those days) in the RAF. They posted him to Bodmin to learn Russian (!) and it was here he had his first exposure to motor sport when he found himself one of a group fruitlessly pushing one of Prince Bira's racing cars up and down a runway trying to get the damn thing to start.

After National Service he went back to a job in accountancy. One day his step-sister's boyfriend suggested he come along with them for the ride on a North Staffs MC road rally. At one point in the event he took over the maps from Sis, and found he had a talent for navigating. He joined the club and very soon progressed to doing anything up to 60 rallies a year – sometimes three on a weekend – editing the club magazine and organising events. In those days most competitors took drugs like Benzedrine to keep them awake all night.

Stuart was navigating for a variety of drivers in a variety of different cars, all generally fairly standard in those days. He and Ron Gouldbourn won the BTRDA Gold Star championship three years on the trot (1957 – 59) and by the late '50s he was also doing a number of international events. Here he spoke fondly (I think) about co-driving for Wolfgang Levy in a two-stroke Auto Union on the Liège rally. This event was a 96-hour flat out blind across Europe and back - with just a single one-hour rest halt in the entire event. Try telling that to the young people of today ...

He'd also been submitting rally reports to the weekly magazines, and one day in 1960 he added a PS to one he was sending to Motoring News asking if they had any permanent jobs going. In a very short time he found himself Sports Editor of Motoring News, and he and his new wife Margaret had to move from Staffs to London. In his time with MN he became the very first Verglas (their rally columnist), devised the legendary Motoring News Rally Championship and also found time to win the 1960 RAC Rally navigating for Erik Carlsson in a Saab. While recce-ing this event in Scotland Erik was forced to roll the car down a bank to avoid a fish lorry, which meant he started and won the rally with several cracked ribs.

Stuart's stint with Motoring News didn't last long, for in mid-1961 he was offered the job of BMC Competitions Manager, having been recommended by the previous incumbent Marcus Chambers. He arrived to find he had a large and disparate bunch of both drivers and cars to manage. On the car front the main effort was being put behind two wildly different cars, the Mini and the Big Healey, although there were occasional diversions, usually prompted by the Sales Dept, when cars such as the 1800 'Land Crab' and MGB were pressed into competitive service. Stuart said he never had too much trouble getting a decent competition budget, but this might possibly have been helped by Stuart having made the MG financial



controller godfather to his eldest daughter.

The drivers included the likes of Pat Moss and Peter Riley who were true professionals, plus the 'gentleman' drivers who did it as a hobby. Stuart mentioned John Gott, whose day job was Chief Constable of Northants, and the Morley twins, Don and Erle. Stuart could never get the Morleys to do the Liège rally because it always took place in August, which clashed with harvest time on the Morley family farm.

Having recruited proven stars Paddy Hopkirk and Rauno Aaltonen, Stuart was asked to try out an unknown young Finn called Timo Makinen. Timo was a bit wild but shone on his Mini debut in the 1962 RAC Rally. Stuart then hurriedly rearranged his entry for the 1963 Monte and put Timo with Christabel Carlisle in a Healey. In atrocious weather they won the GT category, and Christabel, who during the first day had wanted to get out and go home, then realised that Timo knew what he was doing, and toward the end of the rally was even urging him to go faster.

Then began the 'Mini era' - the Swinging Sixties where the Mini was ultra-cool and winning rally after rally. After Paddy Hopkirk took the Mini's first Monte win in 1964 car and driver were whisked back to England to star on the prime time TV show Sunday Night at the London Palladium. Just before the start of that Monte the Beatles had flown into Paris with all the accompanying mass hysteria. Ringo had been delayed and came on a later plane, so Stuart took the opportunity to go and pick him up in a Mini. More publicity ...

Stuart even reckoned that the infamous 1966 Monte where a number of British cars, including the Minis in the first three places, were disqualified on a technicality after the event, was good for BMC because of all the hoo-hah and publicity it generated. However, by 1966 Stuart was getting slightly bored. BMC was turning into British Leyland and things were being done differently. With a growing family he fancied a job where he spent more time at home, but he'd built up a great team who he didn't want to leave. As an example of the team spirit he told the story of one of the mechanics, Robin Vokins, who had been detailed to do a last-minute check for ice on a few key corners on a Monte stage. When he arrived he found the stage had been closed early, so he *ran* several miles up the mountain to do the check.

Stuart finally left BMC in early 1967 to become Publicity Manager at Castrol. During this period he set up the nationwide series of Castrol quizzes, in which our club team used to shine. He also organised the launch of Castrol GTX very successfully, although he admitted to us that its main competitor at the time, Duckhams Q, was a superior oil. In this period he was part of the organising team for the 1968 London-Sydney Marathon, which included running a control on his own in the centre of Kabul being mobbed by a throng of locals.

Once again he was becoming bored, so when Walter Hayes offered him the job of running Ford's competition department in 1969 he jumped at it. Here his efforts led

to the great days of the Escort in rallying – eight RAC Rallies on the trot – and all other aspects of Ford GB's involvement in motor sport. He was also in charge of Ford's AVO operation, which gave the world the Mexico and the RS2000.

The Mexico had been named to commemorate Ford's win in the 1970 World Cup Rally, which had been a new challenge. The event included stages in South America hundreds of miles long and at high altitude in the Andes, and no-one knew how the drivers would cope, and whether they might even need oxygen. The legend therefore goes that Roger Clark, whilst out recce-ing the event, was instructed to find and make love to a woman at 14,000 feet and report back. Roger cabled back that he couldn't find a woman at 14,000 feet but had made love 14 times at 1,000 feet without problem, so saw no need for oxygen.

In 1975 he moved on to become Ford's Director of Public Affairs. This brought him into occasional contact with Prime Minister Margaret Thatcher, who Stuart described as 'making Bernie Ecclestone look effeminate'. By 1983 he was back in motor sport, as Director of European Motorsports for Ford. One of his first moves in this job was to cancel the C100 Group C project and the RS1700T rally car, which led to him receiving hate mail from disgruntled enthusiasts. He then led the development of the Sierra Cosworth, the RS200 Group B car and the Escort Cosworth, and believes he was the first person ever to get a speeding ticket in a Sierra Cosworth whilst road testing a very early example.

He took early retirement from Ford in 1990 and since then has been involved with a variety of different projects including being a founder member of the Motorsport Safety Fund, writing a number of books, and encouraging grass-roots motor sport. He is also an award-winning after-dinner speaker, as this evening clearly demonstrated, and we were very fortunate to be have been able to hear him.



Club Chairman Andy Moss welcomes Stuart Turner to our meeting at BAWA

**Tim Murray**

## David Render 1924 - 2017



David Render, war hero, British Sprint Champion and honorary club member, died in early March at the age of 92. David gave two memorable talks to the club in recent years, the first on his motor sport career and the second on being the commander of a tank group fighting his way across Europe in 1944/45.

At the age of nineteen and fresh out of Sandhurst he landed on the Normandy beaches in charge of a group of tanks, with a life expectancy estimated at around a fortnight. When his war ended, in Bremen on VE Day in 1945, he was the only person left in his regiment of the Sherwood Rangers Yeomanry who had set out from Normandy the previous June.

After World War 2 he took up motor sport, mainly in trials and sprints. He sprinted an amazing variety of cars, including a Lotus Twin-Cam-powered Fiat 600 and two Lotus F1 cars loaned to him by his friend Colin Chapman. In 1983 after many years of trying he finally won the British Sprint Championship, a feat he repeated in 1986. During this period he turned an ailing concrete company, Warecrete, into a prosperous and thriving concern, and Warecrete sponsored the British Sprint Championship for many years.

Those who attended the talks he gave us will know what a tremendous character he was.

It was fitting that at his funeral the Last Post was played by a Sherwood Rangers bugler and the Lotus 77 he had sprinted was brought along as a tribute. We offer our sincere condolences to his family and friends.

**Tim Murray**

## Crumpled Cup Autotest - Rolls Royce March 26th Results

<u>Main Autotest</u>				
<u>Class</u>		<u>Driver</u>	<u>Car</u>	<u>Score</u>
B	1	David Fooks	Skoda Felicia	249.2
	2	Warren Davies	Vauxhall Astra	275.7
	3	Ralph Colmar	VW Golf Estate	277.4
C	1	David Bloomfield	Subaru Impreza WRX	259.6
	2	John Connolly	BMW 328i	269.5
D	1	Martin Emsley	Mazda MX5	247.9
	2	Philip Turner	Subaru BRZ	250.4
	3	Ian Beningfield	MG Midget	250.7
	4	Andy Moss	Marlin Roadster	266.6
	5	Barry Pavey	Toyota MR2	313.7
	6	Paul Smith	Mazda MX5	335.7
	7	Dave Parsons	Mazda MX5	346.8
		Ken Robson	BMW Z4	Retired
<u>Production Car Autotest</u>				
C	1	Chris Thompson	SAAB 93	257.5
	2	Sam Thompson	SAAB 93	260.9
	3	Andria Gilmour	Ford Cortina	301.1

Crumpled Cup: Martin Emsley

Class Awards: David Fooks, David Bloomfield, Philip Turner and Chris Thompson.

Awards will be presented at the Bristol Pegasus MC AGM on 11th December 2017. Competitors unable to attend should make their own arrangements for award collection. Thanks to everyone who came, 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.

**Tim Murray, Event Secretary**



# Spring Auto Solo - Rolls Royce March 26th



Paul Smith



Andria Gilmour



Philip Turner



Chris Thompson



Ken Robson



David Fooks



Warren Davies



# Spring Auto Solo - Rolls Royce March 26th



John Connolly



David Bloomfield



Ian Beningfield



Sam Thompson



Andy Moss



Dave Parsons



Barry Pavey



Organisers Alan Spencer and Tim Murray  
Photo Andy Moss

# It's an uphill struggle

## 'You have to make things worse to make them better' Jones the Speed

I signed off last Backfire having done the rounds playing with some very nice cars, as you do. It was not supposed to be like this but the inevitable happened and much pondering ensued as I tried – and it is a trial when you have a small brain – to work out how I might sell off a few of my fleet in order to fund the purchase of a newer 4 seater. Seems a sensible way to go and if I couched it right, she might see the positive side of it. Well, she might?

Meanwhile during a cold Christmas break, the XJS decided to play hardball and go on a drinking spree. It had sat outside frozen over, so come the time to go somewhere - like work at 04:30am the next morning – it preferred the idea of flooding. Plugs out and they were indeed wet and sooty so a nice thick, coffee like tar to snub the spark out. All back in and it wanted to go but would not actually catch. Bugger. Was the battery too low to get the ECU excited? Time for a conversation with an AA man - who else late on a Sunday afternoon?

Well it ended OK and indeed flooding was the issue and he had seen a fair few AJ16s do just that in the past. It took a little warming of the plugs and a crank with the plugs out and all was well. Other than that it's still going extremely well. It's done 20K miles in about 9 months so fair play isn't it?

Young Nicolarse, Owen and I took a trip early January down to see Terry Clarke and his amazing Napier – in fact amazing everything. What an Aladdin's cave and what a talented engineer. It's quite humbling to see work done to that level of quality. It inspired me to rush home and do something practical with my bare hands. It was a super Risotto to be fair....

I am fortunate (?) to frequent the Northampton area most weeks for work so it's never an issue to drop by at Silverstone. I therefore found a moment to drop off my BTR diff (the 3.73) for the Marcos Mantis so that John Pickford could take a look – you may recall that it seemed to sap the life out of the Marcos last year but I want to re fit it for this season so a strip and inspection was in order.

But what of the test drives? Well the buying bit became fairly clear with a bit of thought but the selling is proving very difficult. Even though I love the idea of a newer missile, I can't stomach depreciation – it's against my religion. It was brought home to me when a company Director that I know mentioned that he had a Bentley Conti convertible (very nice it is too) that was dropping over £500 a week. A WEEK ! After telling me that – I think he could see me turning white – he said 'thing is, you've got it right because you buy cars that you enjoy but you don't lose your money'. Well I don't always manage it but mostly that's true. So my next purchase needed to stick to the tried and tested formula of either not paying too much or making sure it's done with its depreciation. That conversation, though he doesn't realise it, renewed my focus.





And so the end result was walking through the door and saying ....

' I'm back!! . Yes, please, tea. Bought another AMG. How's your day? Any news? Bought an AMG '

'I'm putting the GK up for sale – it will raise all the cash and more, so no spend at all'.

'You can't do that' she said. 'It's lovely and all that effort – and it's going up. Why would you do that?'

And so it was deeper into the brown stuff but nothing a few cups of tea in bed in the morning and some nicely chosen compliments will not fix, such as.... ' hair looks nice, is it your own?'

Having done the dirty deed, fumbled through insurance and had a complete nightmare with Tracker trying to get the thing re-registered (how they would manage to find a stolen car is beyond me), my next move was to get it up to Topaz Detailing in London to have it PPF'd. If it's going to keep its value, then the paint needs to stay perfect, but I want to use it. So Paint Protection Film is the way to go.

Saturday 14<sup>th</sup> Jan, Lloyd, Owen and I set off for North London, Owen and I in the C63 and Lloyd following. It's a stiff riding old thing but once up to speed it all levels out and it makes a very refined 4 seater cruiser. Despite dire warnings of 'thunder snow' (is that just a Daily Mail thing or is it real?) we got there with just two dirty cars and it was a pleasant run.

Topaz is on the web and YouTube so you can see what they do but it's quite obsessive and inside there was a feast of cars. How about a Pagani Huayra, Ferrari F40 LM, Singer Porsche 911 and a smattering of McLarens?



I must say that I have not seen a Singer in the tin before, though I have reads lots about them. The attention to detail is staggering and sat on its wide Fuchs alloys it was good enough to eat. I was moist and it wasn't even 11am.

Almost as important as all of this supercar ogling is that the Ace Café is just across



the way so it would have been rude not to go and fill my already burgeoning gut with a proper English and mug of tea at this old Bikers haunt. Smashing.

We should have been heading home but, once in trouble, always in trouble. Lloyd uttered the words 'Hexagon Classics' and we were immediately Googling the post code. 16 mins away – surely we will get away with that?

The North Circular has not got a lot prettier, I must say. I was born in North London so it has a certain familiarity and my place of initial (lack of?) development was challenging to say the least. Nevertheless, it was a mite depressing. Until we turned right and headed into Highgate / East Finchley area and all of a sudden properties were 'in and out driveway'd' and a bit leafy. The odd Maser and Bentley strewn around says that this post code is enjoying a little more prosperity than the previous one. It all felt a little inequitable, but anyway.

Hexagon. Brilliant. Go and see it. Owned by Paul Michaels, long term Porsche and BMW man after running the pictured Trojan T101 in F5000, for John Watson, in 1973 he was one of the last real private F1 entrants as Goldie Hexagon Racing in 1974 running Brabhams (BT42 and BT44) again for John.



It's a Lotus dealer, Porsche modern classic specialist and classic dealer in surroundings that are somewhat better than my home. I fell in love with a Ferrari 250 GTE – competitor to the GK and unwanted 10 years ago as they got cannibalised to make GTO replicas. This one was LHD and £440K. They seem to have gone up...



We tore ourselves away and headed back to Wales in Lloyd's Punto rejoicing at the 40.9mpg average. As I have said before, I love all cars and despite the F40 LM at Topaz and the 250GTE at Hexagon, I still thought the 1.4 Punto went a treat and I was proud to be in the marque of my childhood dreams, a humble Fiat.

Yours wondering what to sell to make amends....

Jones the Speed

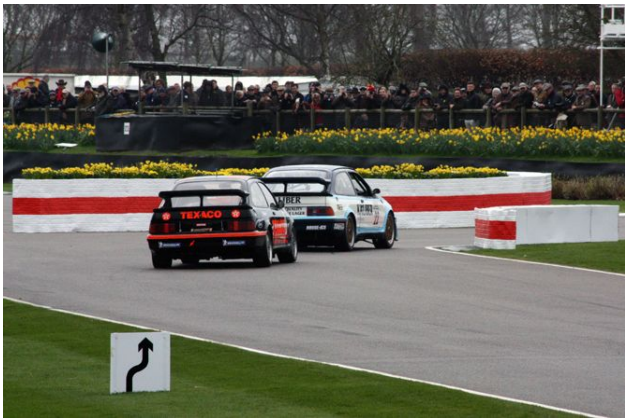
## 75th Members Meeting Goodwood



Weslake Trophy



Brabham Trophy



Group A Demonstration



Duncan Pittaway FIAT S76



Graham Hill Trophy



Duncan Pittaway Bugatti T35



Nick Padmore BMW 530i



David Franklin Ford Falcon



# Entries are now open for the 2017 ACE Classic Tour

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



**Bristol Pegasus Motor Club**

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



This year our journey will take us North East of Bristol into Wiltshire and as in the past it is designed to take in places of interest that we are sure you will enjoy.

We shall once again have a communal picnic stop at a convenient and interesting location.

We have a new start this year at Cross Hands Hotel, Old Sodbury, Bristol BS37 6RJ.

Toilets and refreshments are available at the start.

**IN AID OF**

**DIABETES UK**  
CARE. CONNECT. CAMPAIGN.

**PLEASE ASSEMBLE BY 9.45am**

Our chosen charity this year is: Diabetes UK which is the leading charity that cares for, connects with and campaigns on behalf of every person affected by or at risk of diabetes. They provide information, help and peer support, so people with diabetes can manage their condition effectively. They are also one of the largest funders of diabetes research in the UK. In the view of the Committee this charity is most deserving of our support.

Please retain the above section for your information.

Return the lower section with your entry fee.

Entrants/Driver Name:
Address:
Post Code:
Email Address:
Contact Telephone Number:
Passenger Name(s):
Vehicle Make/Model:
Vehicle Registration Number:

### DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so.

I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle entered is covered by insurance as required by law, which is valid for such part of this event as shall take place on roads as defined in law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature\_\_\_\_\_

Date\_\_\_\_\_

Please sign declaration above and return with entry fee (minimum £15.00 per vehicle) to: -

Tony Joiner. 17, Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ.

(Cheque payable to All Classic Enthusiasts)

--	--

# Bristol Pegasus Fantasy Formula One 2017

## Results after Round 1 - Australia

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	94
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	88
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	88
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	83
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	80
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	74
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	72
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	72
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	72
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	70
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	64
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	64
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	64
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	63
Mal Alen	Ericsson	Massa	Ferrari	Haas	Mercedes	62
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	60
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	60
Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	59
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	59
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	58
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	58
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	56
Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	55
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	54
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	53
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	52
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	51
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	50
Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	50
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	49
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	48
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	47
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	47
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	46
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	45
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	44
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	43
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	42



Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	41
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	39
Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	30
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	30

## 2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
1	26 March	Melbourne	Australia	Sky
2	9 April	Shanghai	China	Sky
3	16 April	Bahrain	Bahrain	C4 / Sky
4	30 April	Sochi	Russia	C4 / Sky
5	14 May	Barcelona	Spain	Sky
6	28 May	Monte Carlo	Monaco	C4 / Sky
7	11 June	Montreal	Canada	Sky
8	25 June	Baku	Azerbaijan	C4 / Sky
9	9 July	Spielberg	Austria	Sky
10	16 July	Silverstone	United Kingdom	C4 / Sky
11	30 July	Budapest	Hungary	Sky
12	27 August	Spa	Belgium	C4 / Sky
13	3 September	Monza	Italy	Sky
14	17 September	Singapore	Singapore	C4 / Sky
15	1 October	Sepang	Malaysia	C4 / Sky
16	8 October	Suzuka	Japan	Sky
17	22 October	Austin	USA	C4 / Sky
18	29 October	Mexico City	Mexico	Sky
19	12 November	Sao Paolo	Brazil	Sky
20	26 November	Abu Dhabi	UAE	C4 / Sky



# ***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.

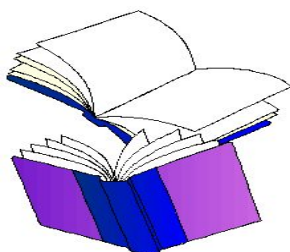
## **BPMC polo or sweatshirts**

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- [alanspencer@orange.net](mailto: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](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**

## New Automated Membership System

We have introduced a new automated membership system. A link has been added to the Bristol Pegasus web site.

The new system will help to ensure your details are correct, will allow you to update your own information and ensure you get timely information from the club including reminders when your renewal is due. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.


**UPDATE : All members now get membership for a year from renewal or joining date.**

## Remember When ?



Le Mans winner Richard Attwood remembers when John Surtees made his racing debut on four wheels at the Members meeting at Goodwood on March 19th 1960 and qualified this Formula Junior BMC powered Cooper T52, entered by Ken Tyrrell, on pole and finished second to the Ford powered Lotus 18 driven by Jim Clark.





brightside insurance  
is proud to support

**The Bristol Pegasus Motor Club**

Based in Bristol, we offer a different kind of car insurance experience - one that's affordable, fair and hassle-free even for those more unusual models.

Simply call **0333 414 9085**

Experience a new approach to insurance.



[brightsideinsurance.co.uk](http://brightsideinsurance.co.uk)

Brightside is a trading style of Brightside Insurance Services Ltd which is authorised and regulated by the Financial Conduct Authority (Firm reference number 302216).  
Registered in England and Wales No 04727311. Registered office: Brightside Park, Teynham Drive, Aust, Bristol, BS32 4TL.

# A Letter from the Club President

Club president Mike Manning recently sent us the letter below with some memories which we are sure members will find interesting.

It is good to get all the Club news, we see and hear from Dick Craddy now and again. However I am now very immobile and am unable to attend any Club meetings. I still have a financial interest in Thornbury Motors which is overseen by my son David (Just retired from Airbus!) We have a Ford Bmax which the company supplied.

I see from the Club calendar that on March 13th you are having a talk by Stuart Turner of the Ford Motor Co. While Thornbury Motors was still in St. Mary Street I was very keen on Ford Estate cars and thought how good it would be to have a GT version and do some serious rallying. I doubt if Stuart will remember me but I did contact him on the subject and did do a few long distance events in my GT Estate. Perhaps you might like to ask him if he remembers that he agreed that it would make a good rally car.

To change the subject, almost. I wonder if anyone will remember Horace Gould who among other things had a Maserati GP car and was known as 'The Pampas Bull of the West Country'. He had the Skoda dealership in Kellaway Avenue and said that if anyone in the Club would buy a Skoda Octavia he would support them in serious rallying. I and a chap called Norman Kell did just that. Horace sponsored Norman, I and another chap in the 1961 RAC Rally. I remember that I was No.169 out of 169 entrants! That particular RAC was the very first 'special stages' RAC. I really had no idea what that meant but my navigator and I set off and got to the first stage which was in the Kielder Forest. It turned out to be the greatest fun! Somewhere in Scotland I side-swiped a rock and put a big dent in the offside near wing. A little further on I turned down a narrow road which turned out to be a dead end but I lost all the brakes and only managed to stop by squeezing up against a bank. Horace had sent a back-up crew round with us and we found that a split pin had come out of the linkage and managed to get going again.

On the final day we had a long run down the country to the finish at Brighton. That would not have been too bad had my navigator not been taken ill. We didn't want to give up so we carried on, but I remember driving for 36 hours with only one break. That break was at Prescott hill climb and in the paddock Horace had laid on a panel beating crew who beat out the dent in the wing, filled it, rubbed it down and sprayed it in one hour flat! Since the third member of our team had given up early on this was the only publicity that poor old Horace got out of the whole event!. We finished a creditable 56th (I think) rather better than Norman who finished 81st. We both did several trials in our Octavias. On one I managed to roll mine over which rather spoilt the roof. We had the Skoda agent in the back and he thought it was hilarious!

You may be wondering what all this is to do with Thornbury Motors. Well, Horace



didn't last long in Kellaway Avenue but that's a long story. The outcome of all this was that I took over the warranty work for Skoda for a time. I was invited to the Skoda factory outside Prague so I took my family in our lovely GT Estate car over to Prague where we were well received. We were towing a 10ft caravan and carried on down the length of Czechoslovakia almost to the Russian border. The ladies we met thought the caravan was marvellous!

Just one more addition to the Horace Gould saga. Horace was in the habit of taking his son (can't remember his name) to the continent to do Formula 2 racing. While he was away the insurance company (never more than one step away) foreclosed on him and confiscated all his stock of cars. His manager at Kellaway Avenue contacted Horace and told him what had happened. Horace came rushing back, assembled a group of friends (not me!), found out where the insurance company had stashed the cars and swiped them all back again!

I returned from our annual holiday in Cornwall and found my drive full of cars with a notice on the front one 'Love from Horace'. However that really is the end of the story, except to say that Skoda used to be a major engineering/armaments company on a par with Krupps in Germany and Armstrong Whitworth over here. Skoda cars were taken over by VW as happened to so many indigenous makes, including Rolls-Royce!

Cheers Michael (Sorry Mike)



*Norman Kell and Mike Manning used their Skoda Octavias on everything from club driving tests to the RAC Rally. Here they're pictured on the 1962 Exeter Trial.*



## Bob Bull's F1 Facts Quiz No. 4

F1 facts quiz:

Throughout 2017 we will give you some of the strangest statistics from F1 covering the years from 1950 through to 2015; we will ask 5 questions a month.

Of course you could Google the answer but where's the fun in that, so here we go:

### Quiz No 4

Who are the top 5 drivers who have started the most consecutive races?

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

Michael Schumacher had 12 podiums at 3 GP's which ones?

Who are the 4 pairs of brothers who have started on the same grid (3 are easy, one isn't)?

Most wins by one car model?

Answers next month with quiz no 5

### Answers to Quiz No3

Which drivers won their first GP in the same year as their Championship? Giuseppe Farina, Jack Brabham, Graham Hill, Denny Hulme, Keke Rosberg

Who has the unenviable record of retiring in all races of a 16 race season? Andrea De Cesaris

Who achieved the most fastest laps in a season without winning the Championship? Kimi Raikkonen (twice 2005 & 2008 10 fastest laps!)

Which was the first rear-engined GP car ? Cooper T12 (1950 Monaco)

Which was the last front-engined GP car ? Ferguson P99 (1961 Britain)



Stuart Rolt in the Ferguson Climax P99 an AWD car with which Stirling Moss won the 1961 non championship Gold Cup for F1 cars at Oulton Park.

# 2017 Club Championships

## Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.  
Points are awarded according to the formula.

$$\left( \frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.
- Points will not be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

## Marshals Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 points will be awarded for setting up an event on the day before an event

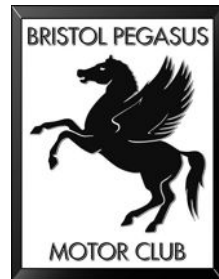
- Event organisers points will be awarded to those who organise any club event including non-competitive events including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers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

**Championship Officials** Co-ordinator: TBC, Stewards: The Club Vice Presidents



# LLANDOW

## May Sprint 2017



## Llandow Circuit, Vale of Glamorgan

### **SATURDAY 13th MAY 2017**

*The Trident Engineering Welsh Sprint and Hillclimb Championship*

*The Bridge Tyres & Wheels ASWMC Sprint Championship*

*The DEWS Speed Championship*

*The Vincenzo & Son Bristol MX5 Challenge*

*Bristol Clio Cup*

*SBD HSA Speed Championship*

*HRCR Speed Series Championship*

The 2017 May Llandow Sprint will again be organised by

Bristol Pegasus Motor Club and Bristol Motor Club.

Last years event was very successful with around 90 entries.

For 2017 we have two new championships with the HSA Speed Championship and the Historic Rally Car Register joining us for the first time in 2017

We are also pleased to again be rounds of both the WAMC and ASWMC regional championships

**Regulations and entry details now available on the club website [www.bristolpegasus.com](http://www.bristolpegasus.com)**



New Club Event for 2017

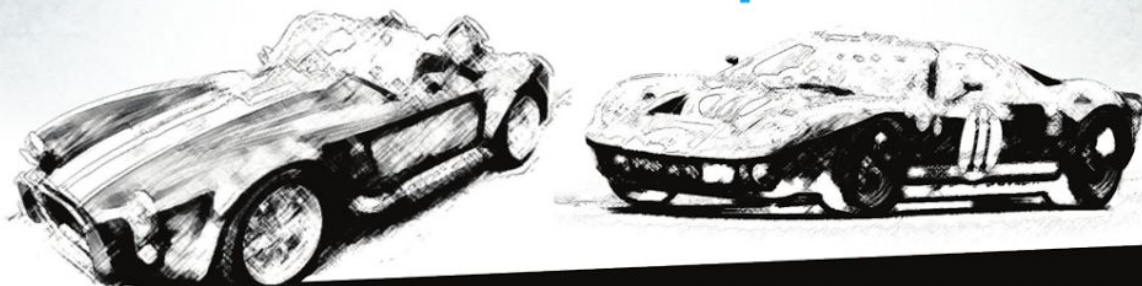


ORGANISED BY

**BRISTOL PEGASUS  
MOTOR CLUB**

IN AID OF

**St Peter's Hospice**



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



Start and Finish at Oakham Treasures, Portbury BS20 7SP

*Beautiful coastal route*

To enter apply online at

**<https://bristolpegasus.com/classictour>**

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

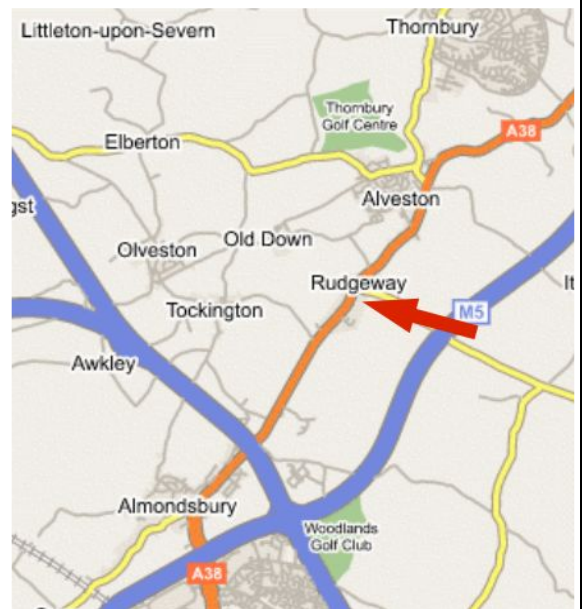
Fancy a ride in the countryside?  
Fancy a fun evening out?  
Well, look no further!

# TREASURE HUNT

## MONDAY 8th MAY

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

Meet from 7pm for  
7.30pm Start.



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

No entry fee - Finish around 9pm at a country pub

Small prizes to be had !

Interested ? and why wouldn't you be !

Contact Andy Moss - [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk) or 07710  
000144 if you need more info

See you on the night !!



## BPMC 2017 Pegasus Events

Date	Event	Location
Mon 10th Apr	Club Night an evening with Anthony Reid	BAWA 8pm
Sun 23rd Apr	Cross Trophy Trial	Dundry
Mon 8th May	Treasure Hunt	<b>A38/B4227 Lay-by 7pm</b>
Sat 13th May	Llandow Sprint	Llandow Circuit
Sun 4th Jun	ACE Classic Tour	<b>Start at Cross Hands</b>
Mon 12th Jun	Bring Your Car Night	
Mon 10th Jul	Evening Car Tour	
Sat 15th Jul	Frenchay Car Show	Frenchay Museum
Sun 13th Aug	Sunday Treasure Hunt	
Sat 19th Aug	Pegasus Track Day	Castle Combe
Mon 11th Sep	Club Night	BAWA 8pm.
Sun 24th Sep	NEW - St Peters Charity Tour	
Sat 7th Oct	Combe Autumn Classic	Castle Combe
Mon 9th Oct	Club Night	BAWA 8pm
Sat 21st Oct	Pegasus Sprint	Castle Combe.
Mon 13th Nov	Club Night	BAWA 8pm
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust

## Backfire



David Hart, Costin Lister Jaguar, Goodwood 75th Members Meeting