

Backfire

Bristol Pegasus Motor Club Magazine



August 2014

**Cover : Action from 2013 Combe Track Day
2014 Event is on the 30th August - Photo Sam Thompson**

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Chairman's Chat

By Andy Moss

July has been a relatively quiet month for club activities but we still had a couple of very enjoyable events. Ralph organised an excellent Sunday morning treasure hunt, a few more entries would have been nice, but those of us who entered had an excellent morning followed by a good pub lunch at the Salmon Inn near Berkeley. A special mention for Rich, Sharon and Abbie, who made the long trip up from Devon to take part.

We also had a last minute trip to the Frenchay Vehicle Show. There had been some doubt about the event with the closure of Frenchay Hospital, which meant we had not added the event to our calendar. As I mentioned last month, I have just got my Rover P6 back on the road, so this seemed an ideal opportunity to give it a local run out. Sadly the weather tried to spoil things with some very heavy rain early in the afternoon, fortunately this did not stop a hardy band of enthusiasts from turning up on the day. We took the opportunity to have a ride in a vintage Bristol bus – great fun. The bus was running between the car show and the flower show. Despite having been to the car show many times, we had never looked round the flower show. I must admit this was smaller than I imagined, but there was a traction engine and some old stationary petrol engines which I quite enjoyed.

Looking forward to August, we have Martin Emsley's evening touring assembly on the 4th followed by our Castle Combe Track day on the 30th of August. At the time of going to press we still have places available so please enter and support the event if you can. Even if you are not entering the track day please come along on the day – this year we are having a car display in the paddock, which Nick Wood has been working hard to round up people for. Early August will also see the release of the entry details for our October Pegasus Sprint. Last year the event was over subscribed so make sure you get your entry in early.

Next, some excellent news regarding venues. We have been fortunate enough for Rolls-Royce to allow us the use of their car park for our September Gymkhana event. We have previously run many Autotests at Rolls, but following the re-development of the Bristol site, it has not been possible to get access in recent years. Thanks to some hard work by Pete Goodman, we now have permission to return on the 21st of September. Initially we will continue with the planned Gymkhana format, which has proved a lot of fun on grass in recent years. If all goes well, we hope this may lead to the opportunity for us to run an Autotest or Autosolo in the future.



Editorial

It's been another busy motoring month for yours truly starting with the Treasure Hunt at the beginning of the month which is the first BPMC event I have organised, thanks to all who attended, congratulations to famille Moss for making the fewest errors and special thanks to Tim Murray for his guidance.

If you have an idea for organising a BPMC event, but have been put off by your lack of experience let the committee know and there will be plenty of help available to make it a success.

Alongside attending the regular second Sunday of the month Avenue Drivers Club gathering at Queen Square, I also popped into the Frenchay Show where the cars and company are always superbly set off with fine lemon cake and tea.

A couple of weeks ago Tim Murray and I attended the Classics at the Castle show at Sherborne Castle where an incredible variety of cars were on display from veterans through to the modern day that included a 1910 de Dion Bouton in barn find condition through to brand new Lamborghini Aventadors with a Le Mans winning E-type Jaguar and a few members from our Hot Rodding community too.

Last weekend was another not to forget as I was a guest at Silverstone Classic on the so called Super Saturday. Not only were the cars on display and the racing superb, but I was also on a mission to find a period correct otter switch for a friends 1955 XK140 in California and managed to find someone who could help.

I'm looking forward to taking part in Martin Emsleys touring assembly on Monday and hope I'll catch up with more of you on the start line during our track day on August the 30th.

I see Pete Goodman has secured a venue at Rolls for our auto gymkhana in September, this will be my first competitive event on a hard surface since I took part in the Mondello Park 24 Hours in 1990 !

Wishing you all a safe months motoring.

Ralph Colmar

e-mail: backfire@bristolpegasus.com



Forthcoming Events

2014 Pegasus Evening Tour

Monday 4th August

Meet at 7pm for a 7.30 Start

Short evening scenic tour with finish at a good pub



This year we will start from BAWA Leisure Center and Finish at the White Hart at Littleton on Severn



Any car is suitable - No entry Fee - come along and join in the Fun

Martin Emsley Organises martin@emsley.ndo.co.uk



Bristol Pegasus Track & Tuition Day Castle Combe Saturday 30th August 2014

**Tickets now on sale for our 31st Annual Castle Combe Track Day
BPMC member price held for the 4th year at £129.00**

This is your chance to drive your own car at Castle Combe Circuit

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
- No extra charges for passengers
- Share tickets between two drivers or two cars at no extra cost
- A true club day - run for the benefit of members not for profit
- All you need is a helmet and ordinary driving license
- Sensible drivers with good on track driving standards

See club website www.bristolpegasus.com for entry details or contact Tim Murray if you require a printed entry form posted

This event is always popular - Send your entry in NOW !



Monday 8th September Evening Visit Bloodhound Land Speed Record Car Avonmouth Bristol HQ Visit

Bloodhound SSC is the latest attempt on the World Land Speed Record and is targeting 1000mph! This groundbreaking project, headed up by the existing record holders, Richard Noble and Andy Green, is being designed and built in Bristol. We have arranged a visit to the recently opened facility in Avonmouth where the car is being designed and built.

Our visit will include a presentation about the project to date, including the engineering challenges of designing a car that can achieve 1000mph. We will also have the chance to see the car being built.



The visit will take place on our normal Club Night slot in September. The invitation is open to any club member, including family and friends and will cost just £10 per head which will all go towards the project. Places are limited to 50 and will be on a

first come first served basis. To reserve your place please contact Andy Moss on 0117 9041841 or email: andy@mossdata.co.uk





Rolls-Royce Gymkhana **Gypsy Patch Lane Filton Bristol** **Sunday 21st September**

NEW VENUE

Following the success of past events on grass we are pleased to have a tarmac venue in Bristol for this years Gymkhana.

Our aim is to run a low cost, fun driving event with the tarmac surface allowing a wider variety of cars to enter. The entry fee will be just £10 in advance or £12 on the day.

We will be staging some challenging and not so challenging 'tests' on a smooth tarmac surface. Tests may consist of something as "simple" as parking as closely to a cone as possible without hitting it or more challenging; attempting a marked course against the clock.



Fun tests, No experience, No competition license, No helmet or overalls needed. Most road cars are suitable - just turn up and join in.

Invitations

Redhill Village Hall Classic Car Breakfast Meet **Sunday 24th August**

We have been invited to a Classic Car Breakfast meet between 9am and 12 at Redhill Village Hall on Sunday the 24th of August.

Forest of Dean Stories And Photographs Wanted

To celebrate the 40th Wyedean Stages in February 2015 Neil Henderson is intending to produce a soft cover publication of 100+ pages. All proceeds, after printing costs, will be shared between The Air Ambulance and The Dilke Hospital.

Neil would like to hear from anyone with amusing anecdotes and/or stories of particularly fraught events and/or accompanying photographs. Equally important are contributions from people who have officiated and/or spectated.

thedeandrallies@btinternet.com, Mob : 07724 063548 www.thedeandrallies.com
Facebook Group: "History of Stage Rallying in The forest of Dean"

Deadline for Next Backfire: 27th August 2014

We are looking for members contributions to Backfire

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

Castle Combe Autumn Classic - Sunday 5th October

Do you have an interesting car that you could display on the club's stand ?

Contact Nick Wood 07786936941 or nickswood@hotmail.com

We are particularly looking for anything from the '60s or earlier - if not would you like to help out on the club stand ? If you are interested in either bringing a car or helping out we can provide free entry to the event. We will also have details of a great ticket offer for members not on the stand later in the year.



Stuart Turner evening Tuesday October 14th 2014

Tuesday 14th October 2014 at the White Horse Country Park, Westbury, Wiltshire, BA13 4LX at 20.00hrs. Tickets cost £7.50 or £10 on the door.

The Bath Motor Club is organising an evening with Stuart Turner who has become renowned for his amusing, modest and laconic style of public speaking. All proceeds to the 'Motorsport Safety Fund' and the 'Wiltshire Air Ambulance'

Remember When ?



Frenchay Vintage Vehicle Day - Saturday 19th July



500s RACING AT CASTLE COMBE



April 1952, heat 2 gets underway.
Front row (l to r) - Bueb (Cooper), Ebdon
(Iota), Westcott (Kieft), Shillito (Mackson).

**Circuit archivist Pete Stowe
looks at some 1950s highlights**

Castle Combe circuit opened in 1950, the same year that the FIA recognised the British national 500cc racing car formula, devised by enthusiasts at a meeting of the Bristol Aeroplane Company Motor Sports Club, just 15 miles away in Filton, less than five years earlier, as International Formula 3. Over the next few years most of the British 500 stars, such as Stirling Moss, Les Leston, Don Parker, Ivor Bueb and Jim Russell, would appear at the new track, often providing the most exciting racing of the day, with many near photo finishes.

Castle Combe was one of the many race circuits that sprang up in the UK in the 1940s and 50s using redundant wartime airfields – and is one of the few that still survive today. The Bristol Motor-Cycle & Light Car Club began racing at the former pilot training base in north-west Wiltshire, using the 1.84-mile perimeter track laid down by the RAF in 1943, with a low key club event on 8th July.

Although much work had gone into preparing the venue, one unusual obstacle remained for competitors - a large haystack on the track after Quarry bend at the beginning of Farm straight! Before racing started, it was draped with white dustsheets to make it more visible, and appears not to have caused any untoward incidents. The F3 race was the last of eight, although a couple of 500s had taken part in the preceding 'Specials' race, with John Ebdon coming second in his Halldon-JAP. The 5-lapper for 500s was a straightforward win for Clive Lones in his Iota Tiger Kitten II, tailed for most of the race by Vic Worlock. However, the Warlock Special's engine was tiring, allowing Gerry Millington in the MilliUnion to take second place, and Vic barely made it to the line for third.

With that first, closed, meeting having been a success, in October 1950 a bigger National event was held in front of an estimated 12,000 crowd. The haystack had by now been removed. With an entry of over 30, two heats and a final were provided for the 500s. Stirling Moss's first experience with the circuit was, according to one report, not without problems, as during practice he "ran out at Quarry corner at 6,100 revs. and was last seen heading for Farmer Kelly's Dutch barn with no anchors."



October 1950 – waiting to leave the old paddock.
31 - Ken Gregory (Kieft), 32 - Vic Worlock (Warlock), 24 - Peter Collins (Cooper).

The first heat, in the wet, provided an easy win for 'Curly' Dryden in his Cooper-Norton, but the second featured a tremendous dice between the similar cars of Moss, his brakes now fixed, and Peter Collins, Moss prevailing after Collins was delayed lapping backmarkers. The 10-lap final featured a similar lead battle with Collins and Dryden passing and re-passing. Moss made a bad start, but rapidly carved through the field to reach third, only to then slow with piston-ring trouble. Collins finally got the better of Dryden by a couple of lengths, with Ian Burgess's Cooper-JAP claiming third place.

Commenting on the new track afterwards, Moss did not mind the bumps much. Cooper driver Charles Headland said that, *"the course is admittedly bumpy and certain cambers on corners are admittedly a bit odd but then so are the roads in this country"*, while Paul Emery reckoned the bumps were tolerable, although one observer noted that he could say that when only three out of four wheels of the wheel-lifting Emeryson ever hit them!

For the next few years racing would continue with one or two club meetings in the spring, and a bigger National meeting at the end of the season. The opening meeting of 1951, on a cold and wet 31st March, began with the heats for the 500s, won by Don Parker (JBS-JAP) and Ken Carter (works Cooper-Norton). By the time of the 10-lap final, the track surface was drying out but quite treacherous, and the action packed race was the highlight of the afternoon.



Guy Arengo (Arengo), May 1951



*October 1952,
Bob Gerard (Cooper) about to pass Webb's stricken Kieft*

From the start, Parker led from Bill Whitehouse (works Cooper-Norton), Clive Lones (Tiger Kitten), Ken Wharton (Cooper-Norton) and Les Leston (JBS-JAP), but on the next lap Lones had a big slide at Quarry, with half a dozen drivers flashing past without touching his spinning car. Then on lap 3, again at Quarry, Parker spun several times in front of the pack. Wharton's car hit Parker's back wheel and the next five cars all went on the grass, three on one side and two on the other, to avoid the stricken JBS. Whitehouse now led, but Wharton was able to recover and began a great struggle for the lead, the pair passing and re-passing. Wharton finally retook the lead at Quarry, to win by 2 seconds from Whitehouse, Ken Carter, Jack Moor (Wasp) and Lones.

Another frantic lead dice featured in the next club meeting, on 12th May. This time it was Clive Lones and Jack Moor having a ding-dong battle, and Lones passed the Wasp at Quarry on the last lap to win by 0.2 seconds. With Fred Tuck third and Tom Clarke fourth, that made it a 1-2-3-4 for the local Iota marque, with another Bristol built car, Guy Arengo's Arengo, next.

The October National meeting saw Charles Headland (in Stirling Moss' Kieft-Norton) lead the final from start to finish, but at the flag he only just held off the Cooper-Norton of Bob Gerard. Starting nearly last after engine problems in his heat, Gerard worked through the field to finish just four-tenths behind Headland, and just ahead of Don Parker's JBS, which he had passed on lap 8. The meeting was a sad affair though, as JBS driver Ronald 'Curly' Dryden lost his life after somersaulting at Camp corner while leading the second heat, the first fatality at Castle Combe.

Easter Saturday 1952 was originally intended to be an International 500cc meeting, however sponsorship could not be obtained and, facing a predicted loss, the organising club instead substituted a closed invitation race. The three heats were won by Michael Barclay (Cooper-



Stirling Moss (Kieft), April 1952

JAP), Don Truman (Cooper-Norton) - by a length from Jack Westcott, and Stirling Moss in his original Kieft-Norton. The final proved to be an easy win for Moss, despite starting from the back, grid positions having been drawn by lots. Stirling hit the front on the seventh lap, ahead of Andre Loens, with Jack Westcott third for a Kieft 1-2-3.

The May closed meeting, run in persistent rain, provided a comfortable win for Les Leston (Leston-Norton), although over 50% of the field retired, largely due to rain getting into their vitals.

By contrast, the National meeting that October took place on a beautiful sunlit day. Both 500 heats provided close racing, Moss (Cooper-Norton) winning the first from the battling Kieft pair of Loens and Don Parker. In the second, Reg Bicknell (Revis-Norton) took the lead on the last lap, overtaking Charles Headland (Kieft) and Leston to win by 2-tenths of a second. The final was, though, rather processional, with Moss never challenged, Parker second throughout, and Les Leston third. Moss also broke his existing lap record, pushing the figure above the 80 mph mark for the first time.

The following year provided more close racing. On Easter Saturday Dennis Taylor won in the new Martin Special, passing erstwhile leader Don Parker on the last lap, to cross the line a length and a half ahead of the Kieft. On April 25th, Andre Loens won another hectic race, his Kieft finishing one second ahead of Les Leston's Special.



Les Leston (Leston Special), April 1953

However, exiting Camp Corner at the end of the first lap the Kieft's steering locked solid and it veered off into the infield, scattering officials as it ended up inside a boarded enclosure in front of the timekeepers bus. Fortunately, no one, including Parker, was hurt. Bicknell won, unchallenged, ahead of a close fight for second between the Cooper trio of Ivor Bueb, Stuart Lewis-Evans and Les Leston, finishing in that order. A famous old 500 appeared during practice, and, according to one observer, caused its driver a few problems, *"Body in the Tiger Kitten had a very busy but enjoyable time keeping, not only the car on the road, but himself in the car. Tiger Kitten regularly refused to turn right at Quarry, continuing on towards Yatton Keynall"*.

Rather than heats and a final, the 1954 National meeting, at the end of August rather than its traditional October date, included two open 500 races, and another for the 'Juniors'. Although Don Parker and his Kieft won the first race, for seven laps he was tailed by new star Jim Russell, who raised the lap record to 83.01 mph before his Cooper suffered gearbox trouble. This left Eric Fenning to finish second in his Staride, with Les Leston (Cooper) third. After David Boshier-Jones easily won the Junior race, Parker and Russell resumed their duel. With Russell always close behind, but unable to pass, Parker won again, while behind them Leston and Bueb crossed the line side-by-side, Leston taking third by inches.



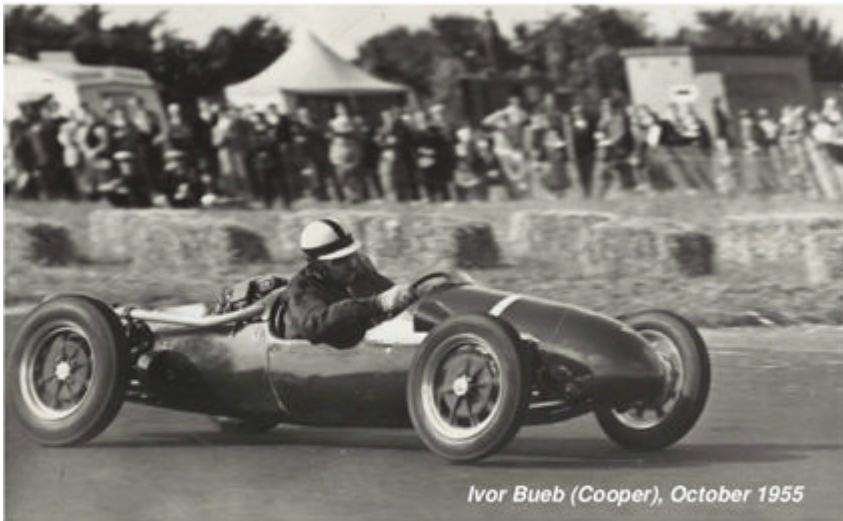
Peter Jopp (Cooper), October 1952

The 1953 October National meeting would see the last 500 outing at Castle Combe for Stirling Moss. After Don Parker won the first heat, Moss easily won the second, upping his lap record to 81.18 mph in the process. However, Stirling was then hospitalised after a crash in the Formula 2 race and unable to run in the final. This featured a race-long duel between Parker and Les Leston, with no more than a couple of lengths between them for the whole ten laps, Parker prevailing by 0.2 seconds.

In the final at the April 1954 meeting, Reg Bicknell led with ease in the semi-streamlined Revis, initially followed by Parker's Kieft.



April 1954



Ivor Bueb (Cooper), October 1955

The Parker/Russell duels, with the Cooper of Dennis Taylor also joining in, continued in the following year's two April races, with Parker winning both, but only just.

The first day of October 1955 was "A perfect autumnal day of cloudless skies and hot sunshine" and saw the first International meeting at Castle Combe. Two races for the 500s were included, with some Continental colour added by a quartet of Coopers

hailing from Holland, Belgium and Germany among the entry. The first F3 race, over 25 laps, initially saw Colin Davis in Francis Beart's Cooper lead from the works Coopers of Ivor Bueb and Jim Russell. Davis upped the lap record to 84.71 mph (a record that still stands for the original 1.84-mile circuit), but then retired on the 12th lap when his drive shaft broke. This left Russell with a narrow lead, but only briefly, for Jim then spun at Camp corner, allowing Le Mans winner Ivor Bueb to take the win, ahead of David Boshier-Jones and Keith Hall, both in Coopers. The survivors came out again later, now for a 15-lap race, and this time Jim Russell led from start to finish, followed by Bueb 8 seconds back, with Colin Davis, his car now repaired, third after duelling with Don Parker.

That International meeting, which also saw Harry Schell win the 100-mile 'Avon Trophy' Formula 1 race in the new Vanwall, provided a fitting climax to six seasons of racing at Castle Combe. Then, repercussions from the Le Mans disaster earlier in the year hit the venue. Enhanced safety provisions were called for that the small Bristol club could not afford.

Although motorcycle racing would continue, car racing came to a halt and would not recommence until 1962, when the BRSCC eventually made the necessary improvements. A handful of 500s competed in Formula Libre races in 1962, and then more recently on the revised circuit (two chicanes having been added in 1999) within the Historic Formula Junior race in 2002, when Reg Hargrave (Kieft-Norton) established the lap record for the current 1.85-mile layout at 1-26.826 (76.70 mph). The first race solely for 500s on the current circuit layout will therefore be the "Bristol Aeroplane Company Motor Sports Club Challenge Trophy" race at the Autumn Classic meeting on Sunday 5th October, 59 years and 4 days after the last on the original layout, won by Jim Russell.

Pete Stowe



October 1955, the back of the grid in front of the temporary pits. 21 - Lewis Evans (Cooper), 11 - Eccles (Staride), 3 - Truman (Cooper)

Exclusive Club Trip - Mini Factory Visit



The date is now confirmed for our Mini Factory visit



We will be visiting the Mini factory in Oxfordshire on Wednesday 29th of October at 1pm – places are limited to 30 on a first come first served basis. We will travel up by car and have arranged a discounted price for the visit of just £10



If you would like to reserve your place contact Andy Moss – andy@mossdata.co.uk or 07710 000144

Unfortunately children under the age of 14, and people with pacemakers are not permitted in production areas for safety reasons.

Bristol Pegasus Fantasy Formula One 2014

Results After Austrian Grand Prix



A change of leader at the top of our F1 championship this month with Mark Elvin being edged into second spot by Mike Marsden. Tim Murray consolidates his third spot, with Anne Farrow overtaking Nick Wood who drops back into 5th spot.

MIKE MARSDEN	MASSA	ROSBERG	MERCEDES	WILLIAMS	WILLIAMS	457
MARK ELVIN	BOTTAS	ROSBERG	INDIA	WILLIAMS	MERCEDES	453
TIM MURRAY	ALONSO	PEREZ	MERCEDES	WILLIAMS	WILLIAMS	413
ANN FARROW	BUTTON	HULKENBERG	MERCEDES	WILLIAMS	MCLAREN	395
NICK WOOD	KOBAYASHI	MAGNUSSEN	INDIA	MERCEDES	MERCEDES	393
MARK NIBLETT	KOBAYASHI	MASSA	MCLAREN	MERCEDES	MERCEDES	384
MARTYN DAVIES	HULKENBERG	RICCIARDO	MERCEDES	WILLIAMS	CATERHAM	381
MARTIN EMSLEY	BUTTON	HAMILTON	INDIA	WILLIAMS	MERCEDES	381
JEFF OAKLEY	HAMILTON	MASSA	MCLAREN	WILLIAMS	MERCEDES	370
RICHARD IBRAHIM	MASSA	RAIKKONON	MERCEDES	WILLIAMS	MCLAREN	366
MATTHEW JOHNSON	GROSJEAN	HULKENBERG	MERCEDES	WILLIAMS	MCLAREN	365
PETE STOWE	ALONSO	BOTTAS	INDIA	MCLAREN	MERCEDES	360
BOB BULL	BUTTON	MASSA	MCLAREN	WILLIAMS	MERCEDES	345
CHARLES ALEXANDER	ALONSO	BOTTAS	FERRARI	WILLIAMS	FERRARI	341
MAL ALLEN	HAMILTON	MASSA	INDIA	MCLAREN	MERCEDES	340
CHRIS THOMPSON	BUTTON	MAGNUSSEN	MCLAREN	WILLIAMS	MERCEDES	326
DICK CRADDY	BUTTON	ROSBERG	MCLAREN	WILLIAMS	FERRARI	326
MARY CRADDY	HAMILTON	MASSA	FERRARI	WILLIAMS	INDIA	321
HELENA SARSTED	BUTTON	MASSA	MCLAREN	MERCEDES	CATERHAM	318
DOMINIC BENNETT	HAMILTON	MASSA	FERRARI	WILLIAMS	MCLAREN	313
BILL FARROW	HAMILTON	PEREZ	MCLAREN	WILLIAMS	REDBULL	308
ALYSON MARSDEN	BUTTON	HAMILTON	MCLAREN	WILLIAMS	INDIA	305
ANDREW MOSS	BUTTON	HAMILTON	MCLAREN	WILLIAMS	MCLAREN	297
KEN ROBSON	BUTTON	HAMILTON	MCLAREN	WILLIAMS	MCLAREN	297
ROSS WILLING	MASSA	VETTEL	MERCEDES	ROSSO	CATERHAM	295
RICHARD REYNOLDS	ALONSO	BUTTON	MCLAREN	WILLIAMS	MCLAREN	283
CHRIS BENNETT	MASSA	RAIKKONON	FERRARI	WILLIAMS	FERRARI	278

DONNY ALLEN	MASSA	VETTEL	FERRARI	WILLIAMS	MCLAREN	274
HELEN DAVIES	MAGNUSSEN	MASSA	INDIA	REDBULL	WILLIAMS	274
SHARON REYNOLDS	CHILTON	VETTEL	MERCEDES	ROSSO	MARUSSIA	273
ALISON BENNETT	BUTTON	HAMILTON	SAUBER	WILLIAMS	REDBULL	268
CHARLIE EMSLEY	BUTTON	HULKENBERG	FERRARI	MCLAREN	WILLIAMS	268
JOHN PAGE	RAIKKONON	VETTEL	MCLAREN	WILLIAMS	WILLIAMS	267
ADE JONES	HULKENBERG	VETTEL	FERRARI	WILLIAMS	SAUBER	265
SIMON MOSS	HAMILTON	MAGNUSSEN	INDIA	MCLAREN	MCLAREN	265
CHARLES ALEXANDER	ALONSO	BOTTAS	SAUBER	ROSSO	WILLIAMS	262
MARK WILLIAMS	HAMILTON	RAIKKONON	LOTUS	WILLIAMS	WILLIAMS	248
MICHELLE RADCLIFFE	MASSA	VETTEL	FERRARI	ROSSO	MCLAREN	207
STEVE CLARK	BUTTON	MASSA	INDIA	LOTUS	REDBULL	204
JOE ROBSON	RAIKKONON	VETTEL	INDIA	MCLAREN	CATERHAM	202
AUDREY KING	HAMILTON	MAGNUSSEN	MCLAREN	SAUBER	ROSSO	199
LIZ MOSS	MAGNUSSEN	ROSBERG	LOTUS	MCLAREN	MARUSSIA	189
MARTIN BAKER	HAMILTON	VERGNE	LOTUS	MCLAREN	ROSSO	172



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](#)



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

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

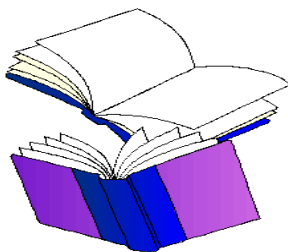


Sweatshirts & polo shirts are available in the following colours and sizes:

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

For Bristol Pegasus Motor Club **car & windscreen stickers** contact Alan Spencer.

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**

All commission to Wiltshire Air Ambulance

Castle Combe Motorsport Dates 2014

Saturday 2nd August	Summer Race Day
Monday 25th August	August Bank Holiday Monday Race Day
Saturday 30th August	Bristol Pegasus Motor Club Track Day
Saturday 13th Sept	Forge Motorsport Performance Car Action Day
Saturday 20th Sept	Rallyday
Saturday 27th Sept	MiniWorld Action Day
Saturday 4th Oct	Grand Finals Championships Race Day
Sunday 5th Oct	Autumn Classic
Saturday 11th Oct	Audi Driver International Track Day
Saturday 18th Oct	Bristol Pegasus Motor Club Sprint
Saturday 25th Oct	Stroke Association Supercar Saturday



July Treasure Hunt

Results

1	Moss Family
2	Thompson Family
3	Reynolds Family
4	Castleton Family



Classic Le Mans 2014 - Photos by Martin Emsley





A1 Auto Collectables

We stock a large range of auto memorabilia including;

- Grill badges
- Old signs, Banners and Posters
- Car brochures
- Motor sport programmes, year books and Trophies
- Old oil tins and bottles
- Books, workshop manuals and parts catalogues
- Period car accessories, Tools and garage equipment
- AA and RAC memorabilia

Take a look at our events page to see what shows we are attending next year at www.a1autocollectables.co.uk

10% of all sales to motor club members will be donated to Pegasus Motor Club's chosen charity.



2014 Club Championships



Prepared By Chris Thompson

Clubmans Championship

Top Ten as of 31st July 2014

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Chris Thompson	22.92	6	Yes
2	Alan Spencer	18.96	5	Yes
3	Andy Moss	13.38	4	Yes
4	Danny Castleton	10.67	4	No
4	Martyn Davies	10.54	2	Yes
6	Mark Astin	9.57	2	Yes
7	Liz Moss	9.08	2	Yes
8	Ralph Colmar	7.79	4	Yes
9	Pete Goodman	7.42	2	Yes
10	Martin Watts	5.38	1	No

Pegasus Speed Championship 2014

Prepared By Cherry Robinson

Position	Name	Total Point	No: of Events
1	Dave Foster	43.84	9
2	Mark Everett	26.05	5
3	Pete Goodman	20.51	5
4	Trevor Hartland	8.83	3

5	Adrian Jones	7.00	2
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Marshals Championship

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Dick Craddy	3	1
1	Mal Allen	3	1
1	Tim Murray	3	1
4	Andy Moss	2	1
4	Donny Allen	2	1
4	Liz Moss	2	1
4	Pete Goodman	2	1

2014 BPMC Calendar

Latest event information and date changes in Bold

Mon 4th Aug	7pm	Evening Tour	Short evening scenic tour with finish at a good pub
Sat 30th Aug	All Day	Castle Combe Day	Our track day with display of cars & paddock activities
Mon 8th Sep	7pm	Evening Visit	Bloodhound Land Speed Record Car Avonmouth
Sun 21st Sep	All Day	Gymkhana	Fun driving tests on a smooth tarmac at RR Bristol
Sun 5th Oct	All Day	Autumn Classic	Club display at Castle Combe Classic Race Meeting
Mon 13th Oct	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Sat 18th Oct	All Day	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Wed 29th Oct	1pm	Mini Factory Visit	Club Trip to the Mini Factory in Oxfordshire
Mon 10th Nov	8.30pm	Club Night	Mix of speakers and socials, BAWA Room 7
Thu 13th Nov	7pm	Karting	Our Indoor endurance Karting raising money Charity
Fri 14th Nov	All Day	NEC Classic Show	Club Trip to this impressive show at the NEC
Mon 8th Dec	8pm	Club Night - AGM	Our annual Buffet, prize giving and AGM
Mon 30th Dec	8pm	Christmas Meet	Post christmas informal get together

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Speeding Sportscars and a Navigating Striper Part 3

Following the signing of the new F3 contract, at Membury Services, west-bound, no less, I was called to go to Dave Benbow's workshop in Oxford for a cockpit fitting and to have a seat made.

The first test was at Croix-en-Ternois, in Northern France, in readiness for the first round of the European F3 championship. There were some big names present – Langes, John Nielsen, Cathy Muller, Michel Ferte and Tommy Byrne come to mind. Gary Anderson was running Tommy in the Yokohama-sponsored works Anson and Nielsen was being run by VW Europe, whilst Ferte had Marlboro backing – all well-funded except us, we hid our old transporter around the back of the paddock !

After the second test session , Gary came over to offer some advice on gear ratios. It's nice the way the 'British Contingent' stick together when abroad...later, Tommy came over to have a chat about braking points and how to go 'deeper' into the tight hairpin whilst the downforce was bleeding away.

Croix' is a bit like a kart circuit with short, narrow straights and tight, twisty turns. Even though the Ralt RT3 is one of the narrowest F3 cars, it was still a struggle to stay out of the way of the quicker men.

My new wife was not impressed with the French circuit's toilet arrangements and she was even less impressed with having to sleep in the team transporter, so she went off to investigate the local hotels and hang the expense ! After a day of struggling to find gears and helping the mechanics to rebuild the gearbox, I was glad of a soak in the hotel bath and some proper food.



Next morning, I went to meetings with Duckhams (Oil) and Champion (Spark Plugs), was given a warm welcome from the local rep's and stickers for the cars and badges for our driver's overalls. Outside, I met the dewy-eyed Miss Muller also attending to sponsors (the most beautiful eyes in motorsport ?).

I had no personal sponsorship and was existing 'hand-to-mouth' on savings. Later, Tommy told me that Panasonic were looking for someone and Russell Spence offered to introduce us to his new home-heating sponsor as they had a sister company who may be interested....they were, and, we later picked up some funds carrying adverts for uPVC windows (a relatively new innovation then).

I had been filling-in with some instructing at Ian Taylor's school at Thruxton. Sat around the lunch table one day were notables Will Hoy ("Shippa" to his mates), Derek Bell, Pete Argetsinger, Tony Trimmer, James Weaver and little Art Merzario. We had guests from BMW, Germany to entertain and the stories were flowing.

After lunch, it was quite damp and the talk was whether, or not, 'Church' was flat (it still had the hump in those days). Art went out first in the works-loaned F2 Maurer

and soon came back in with grass and mud all over his sidepods...."Church no flat today" came his cry as he climbed out of the cockpit, laughing like a drain.

Later, I offered him a lift to his hotel in my newly-acquired (but, quite second-hand) Transit Caravanette. He looked around the rather drab fawn interior, winked, and said "I give you a talk with Marlboro...." Sadly, they already had a full complement of drivers for that year.

The following morning the Red Arrows team arrived together with Nigel Lamb in the two-seater Marlboro Pitts Special aerobatic biplane. Great fun was had as the RAF pilots played at being racing drivers whilst we played at trying to do aerobatics without throwing up (some left a small deposit in the front cockpit !).

On another occasion, I arrived at the circuit to find a row of Mk 1 Escorts with flared arches and large Cibie lamps up front. "You've done some rallying haven't you" said the Boss. "Only a few, Ian" I replied rather meekly. "Well, go down to the bottom field and lay out a course and take one of the mechanics with you. Your first pupils will arrive at 11am - I'll be down later to see how it's going...." Thus started my first foray into rally instruction !

Following this, Marlboro sent down a new Audi Quattro for us to try out – on the 'loose' it understeered like a pig, and, I remember suggesting a 30:70 torque split to their engineers instead of the 50:50 split of the prototype. Pete Argetsinger and I derived a bit of a wheeze whereby, on a school /test day, we would try to persuade anyone with really fast machinery (F3, F2 F5000 etc) that we should really give it a circuit test first as Thruxton is very quick around the back and the cars may need a special set-up !

The next F3 test was at Silverstone. I was third fastest but had a steering vibration problem. We had, somehow, got an ex-works Argo to evaluate as well as the Ralt to engineer. Gary Anderson was keen to sell us last season's Anson (with the latest aero update). I then heard from someone that Tommy'd had a blazing row with his mechanics and ended up throwing a bucket of water over them (he was a bit mad like that). After a bit, we managed to persuade him to try the Argo. He was extremely fired up, and, very quick, but came in complaining of the same problem as I'd stated with the track rods. After that, their engineer agreed to strip the steering system and found a ball-joint just about to expire. I showed it to Tommy and he just fell about laughing...(if you get the chance, his autobiography is a complete hoot, although it is a bit 'blue' in places).

Gary Anderson was fairly emphatic that he'd engineered the Anson's lift /drag around the sticky Euro Yokohamas but said that it should suit the Michelins as well – certainly when we tried them , it was 'night-and-day' better than the harder British Avons – Copse was only a 'light dab' /confidence lift with them, as opposed to a fairly hefty brake with the Ralt. The Argo had a lightning-fast gearchange, the Anson the best downforce, but, overall, the Ralt was the most confidence inspiring especially when you had a new circuit to learn. No wonder they sold so many...

With the steering re-built, we went to Donington next as they were trying to get a Euro round there to attract the bigger grids. Brundle and Senna were testing that

day although we didn't see them out in anger, just installation laps and a bit of diff'-testing I think. Thierry Boutsen was deafening everyone in the pit lane with an F2 March-Honda (the same V6 music that Thackwell and Moreno had in the works Ralts). Our team had managed to set off the on-board, cockpit fire extinguisher and much time was lost with the clean-up operation. When I finally got out, the Novamotor's fuel pressure was down to 5psi and I only managed a few stuttering laps on full throttle – that is, until I got to the Craner Curves, when it suddenly came on-song and I almost half-spun down to the old hairpin !

One day, the boss surprised me with a phone call asking if I wanted to do Le Mans. One of his northern sponsors was keen and he had just completed a good deal on a Z28 Camaro....this was before the chicanes were introduced into the Mulsanne straight and there were reports of the Prototypes doing 250+mph there. I reckoned the Camaro would only be good for about 160ish – that's a hell of a speed differential, especially at night and when it's raining. Anyway, I agreed to a test.

Our Ralt's Novamotor went in for a dyno' check as we were convinced it was down on power. The engine number showed it was, in fact, a rally-spec engine and was about 10-15 bhp down on the rest of the pack. With F3 being so competitive you can't afford that sort of power deficit, so, the boss 'borrowed' an Alfa and a VW engine to try out at the next test which was scheduled for one of the Dutch tracks.

Instead, there was a ferry strike so we went to Thruxton to try out the new engines. Well, the Alfa had the most power but had a reputation for going bang and rumour had it that Nielsen had sewn up a deal for all the best VW units. So, it was rebuild time for the Novamotor (Toyota-based) and we took the Z28 out to test.

The car had come straight from the previous owners and looked a bit tired – I couldn't see it getting through Le Mans scrutineering. Sure enough, when we fired up the big V8, complete with big downdraught IDA Webers, a dodgy fuel line feed caught fire. We ran for the fire truck but the boss said to let it burn and he'd reclaim the insurance money ! So, with it went my one and only Le Mans entry...

The team then seemed to fall on hard times. Several (paying) drivers had come and gone and the Boss offered me some FF2000 drives in part compensation. Somehow, the magic had gone out of it for me as testing and racing on the continent is a bit special. I had taken up gliding and found that this filled in the 'empty hole' left by F3. I was still interested in the engineering side though and started Track Developments in 2003. All-in-all, it cost me a bit of money, but, I wouldn't have missed it for the world.



Dave Cooper

Gerry Bath Remembered

Gerry Bath – a long-time member of Bristol Pegasus Motor Club – died recently after a short illness, at the age of 83. I came to know Gerry while he helped Dad run an Ensign and then a Reynard in hillclimbing, and a few years ago caught up with him again when I did a magazine article about his Lotus Elite.

We did the photoshoot at his house near Bath, and during a lull in proceedings I asked him how long he'd lived there.

He smiled: "Since 1934."

His father built Sunnydene that year, and Gerry creosoted the floor and roof timbers. He was four years old at the time...

His interest in cars and motor racing started early, he was one of many British enthusiasts who embraced the post-war specials-building scene. Three-wheelers could be driven at the age of 16 and, a Morgan being beyond his means, he built his own based around the chassis of a Raleigh van.

Gerry constructed his own bodywork for it, and the whole project took 20 months – no power drill being available. Eventually, he replaced the standard V-twin with the engine from a Ford 8.

It was the beginning of a long line of specials. The 'Pegasus' was based upon Triumph Super 7 components for which Gerry designed independent front suspension. The intention was to create a hillclimb car – he had been a spectator at the first Naish Hill event to be run after the war, in 1946 – and he eventually decided upon a Ford 10 engine. It was in this car that Gerry returned to Naish Hill as a competitor in 1951, and he also raced it at Castle Combe and Thruxton.

After that came a Ford special based on a Thames van but with all-enveloping bodywork, then a 750 Motor Club racer built around a 1931 Austin Seven that he'd acquired for £5. He won his class in the latter at a Castle Combe sprint in 1964, pointing out there was only one other entrant in the category.

My personal favourite was the Minim, which he built in the mid-1960s and lasted long enough for me to remember Dad testing it at Castle Combe 20-odd years later. The closed mid-engined two-seater was built using Mini front subframes at both ends. It ran – on road and track - with various engine configurations.

Gerry retired early from his job at the British Aircraft Corporation, and when he stopped driving competitively he offered his services to others as a mechanic, helping Dad for 15 years or so.

He was a keen supporter of the idea of Dad switching from British hillclimbs to French ones, which they started doing in 1993. Two years earlier, they had completed a recce to Arques la Bataille near Dieppe, leaving the car in Newhaven and travelling to the hill by bus.

There were no buses the following day, so they had walk the five miles back into Dieppe. Perhaps as a result of all that exercise, Gerry uncharacteristically agreed to have a glass of wine, but apparently never forgot that the bottle had cost £4...

Gerry was also responsible for the 'Sunday evening, eat-in-the-car' food, this often consisted of going out of date pork pies that had been bought cheaply on a Friday evening and was then left in a hot car over the weekend.

In the days when I accompanied Dad to British events we would stop en route for fish and chips. On one occasion, Gerry did the honours and handed everyone their dinner. When I opened my can of Coke, it exploded all over the car's interior.

"Ah," said Gerry as the bedlam subsided, "that will be the one that I dropped..."

In the early 1950s, he had made a number of trips to the continent to watch Grand Prix racing, and was at Reims in '53 when Hawthorn pipped Fangio. He continued to travel into his old age, and enjoyed touring European motor museums.

The last time I saw him was a couple of years ago. I was covering Retro Classics in Stuttgart for Classic & Sports Car, and ran into a familiar face in the lobby. He was on a coach trip that passed close to the show and had decided to have a look.

He carried on playing the piano, too. In the 1950s, he had performed with Roger Bennet, and did his final gig earlier this year.

His post-war visits to see the Formula One circus were chronicled in a talk for Club Lotus, and were to be used for a similar purpose for the Pegasus Motor Club. After being given his diagnosis, Gerry told Dad to make sure that this was taken care of.

He was a quiet, shy man with a remarkably logical engineer's mind. A man who Dad remembers as being completely unfazed by mechanical problems, who could always find a simple solution – and who could sleep anywhere.

I recall him being endlessly patient with the young know-it-all hanging around the paddock; quietly – expertly - playing piano at his friend John Marshall's birthday party; and talking me through his Elite for that aforementioned article. He worked out that he'd made 45 alterations to Chapman's original design.

A gentle man, who will be much missed.

James Page

Memories of Gerry Bath (1930 – 2014)

Gerry Bath, who died on 11th June after a short illness, was one of the Club's longest serving members. He joined the the Bristol Aeroplane Company MC, the forerunner of Bristol Pegasus MC, shortly after it was first formed in 1955.

One of my oldest friends Gerry was an active friend of the Club as a competitor, organiser and marshal. He won the BACMC Rally Drivers' Championship in 1958, driving a highly modified Ford Thames van navigated by Geoff Sheppard.

He was on the Committee from 1973 to 1986, and Treasurer from 1973 to 1976. Gerry organised several Economy Runs in the late 1970s/early 1980s.

Gerry had been interested in cars from an early age, he served an apprenticeship with the main Ford agent in Bath. In the mid 1950s he worked as a draughtsman at what was then the Engine Division of the Bristol Aeroplane Company at Patchway (now part of Rolls Royce).

In 1960 he became a design draughtsman in the Wind Tunnel Department of Bristol Aircraft at Filton, and this is when I first met him. He remained in the Wind Tunnel until 1980 when he left to take early retirement. This was in the days of drawing boards and pencils, long before Computer Aided Design, and Gerry was a superb draughtsman, quick, neat and accurate.

Gerry understood the whole manufacture process, and had the ability to mentally visualise things in three dimensions, and so you knew that anything which he had drawn was always going to go together and work properly first time. Much of his work in the Wind Tunnel was in connection with the development of Concorde, the supersonic transport, primarily the engine air intake.

Gerry was an avid special builder, as outlined by James Page above, to which I might add that Gerry called one of his Ford specials, in the days of the Coventry Climax fire pump derived engines, "Anticlimax". You can read more details about Gerry's specials in Pete Stowe's website about Motorsport in the Bristol Area.

I went along as mechanic for Gerry when he was racing his 750 Formula Car, not that he ever needed a mechanic; he was much better with the spanners than me! He had modest success with the car, as it was very reliable and Gerry was a sensible driver. Best result, I think, was a third at Castle Combe. This was after an extensive weight reduction programme, which involved, amongst other things, stripping out most of the internals of the dynamo and skimming the inside of the casing to save weight. Gerry was a great believer in weight saving, and one of his favourite sayings was "...nothing weighs less than nothing".

The car just ran on a fully charged battery for the race. However the scrutineer caught up with us at the next race, and we had to revert to a complete dynamo again – Gerry's totally logical comment to the scrutineer was "...The regulations only state that there has to be a dynamo, they don't say that it has to work!"

Mike Marsden

"A tree for Gerry"

Club member John Marshall has arranged for a tree to be planted at Prescott hill climb in memory of Gerry Bath. If sufficient money can be raised, there could be more than one tree. If you would like to contribute towards this, please forward any donations (with cheques made payable to Bristol Pegasus MC) to:

Tim Murray, 170 North Road, Stoke Gifford, Bristol BS34 8PH"