

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Stephen Miles FTD 2022 Llandow Sprint**  
**Photo Tony Smith**



**August 2022**

# Bristol Pegasus Motor Club

Club Motorsport at its best



**Recognised  
Club**

Member of:  
Association of South Western Motor Clubs  
Association of Central Southern Motor Clubs  
Welsh Association of Motor Clubs  
Association of West Midland Motor Clubs  
Cotswold Motor Sport Group  
Association of Classic Trials Clubs

## **Who's Who in Bristol Pegasus Motor Club**

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Vice President – Bob Hart [bob.hart@bristolpegasus.com](mailto:bob.hart@bristolpegasus.com)

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## **Pegasus on the Web and Social Media**



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



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



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



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



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



Instagram – [www.instagram.com/bristol\\_pegasus\\_motor\\_club](https://www.instagram.com/bristol_pegasus_motor_club)

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**We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: [backfireATbristolpegasus.com](mailto:backfireATbristolpegasus.com)**

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



## Nick's Natter

By the time you read this the big event of the year will be over! And we will have seen some amazing cars and had an awesome time, I'm sure.

And then comes the Pegasus Sprint. Entries for which are coming in thick and fast. We are going back to the full lap format this year.

I would like to make a plea for help to all our members out there. We need more people to volunteer to assist in the running and organising of our events. It's always the same few people and if we don't get any more helpers we will be unable to run competitive events. **PLEASE** think about volunteering. You will see a different side to things and get a different kind of buzz. Contact me or any other committee member to offer your services.

*For Sale - great little runabout*



**Nick Wood**

## Editorial

Welcome to August's edition of Backfire !

The end of June proved to be quite hectic with a hillclimb at Prescott, a weeks touring along the South West Coast from Lyme Regis to Minehead followed by a sprint at Llandow and our monthly Breakfast meeting at Dean Forest Railway.

Just after setting off I received an e-mail from Treasurer Martin Baker that our new printing arrangements required our copy to be in the day before Llandow, no pressure there then.

Our new temporary print deadlines mean I will not be able to cover events that happen in the last week of the month, as has hitherto been the case, until the following month.

As I hinted last month we will have to discontinue the printed version of Backfire unless someone would like to come forward and take over printing and distribution of around 70 copies per month. Please contact any of the committee members listed on page 2 of this edition if you would be interested in taking on the responsibility.

This month's Club meeting at the Plough in Pilning will be at 7pm on Monday August 8th and the Clubs Breakfast Meeting at Forest Dean Railway will be on Sunday August 27th.

With luck I should be out for the two activities at the end of July and look forward to catching up with everyone at Castle Combe and Forest of Dean.

Belated thanks to the Chris Thompson and family for stepping up to the plate and getting last months issue into the post a task that will be taken on my Nick Wood and Cherry Robinson this month.

Thanks for contributions to this month's issue from Barry Boor, Phil Jones, Andrew Moss, Tim Murray, Richard Reynolds, Ken Rodson, Tony Smith and Nick Wood,

Wishing you all a safe month's motoring !

**Ralph Colmar**



## Events



**Monday 11th July - Club Night - Plough at Pilning - 7pm**

**Saturday 15th October - Pegasus Sprint Castle Combe**



Entry details are on the Bristol Pegasus website :-  
<https://bristolpegasus.com/events/pegasus-sprint-2022/>

Marshals are also being sought to help run the day. In return for your time you will be rewarded with a free lunch and a bottle of wine, please contact Cherry Robinson if you would like to help out.

## **Invitations**

### **Bristol and Bath Lotus Evenings**

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

02-Aug John Cleland - His Motor Racing Career  
06-Sep Tom Falconer (TBC) - LOTUS & Chevrolet Corvette  
18-Oct Ian Doble - "LOTUS Cars, Engineering and beyond"  
01-Nov Henry Mann - Alan Mann Racing  
06-Dec Ivan Dutton - His cars and new racing protege.

**Saturday Sept 3rd Brighton Speed Trials**



The Frosts Brighton Speed Trials is an exhilarating, action-packed day for spectators and participants alike. Over two hundred cars and motor bikes line up to take a timed run down Madeira Drive reaching high speeds.

There are numerous categories including road cars, race cars and bikes who compete to win the fastest in their class. A top six run-off to find the fastest car and bike brings the day to a dramatic close.

Thousands of people attend this fun day out for all the family, held annually on a Saturday in early September. Spectators watch close to the action on Madeira Drive or from the main road above.

Click here for entries and tickets :- <https://bhmc.club/brighton-speed-trials/>

**Entries for inclusion in the program close at midnight on Monday 22nd August 2022**

### **Volunteers needed for the Speed Trials**

Friday 2nd September to install the infrastructure including Armco and tire walls, help erect the 3 level viewing staging and many other jobs. if you can help with this then please email me at [lencob427@live.co.uk](mailto:lencob427@live.co.uk)

Saturday 3rd September we need early morning volunteers to a) put out the race numbers in the paddock before the competitors arrive and b) to put up the final infrastructure at the west end of the paddock. To start around 05:00

Also on Saturday we will need as many paddock marshals as we can get. The more marshals we have in the paddock the safer it is and it the event runs more smoothly.

If you can help with any of the above then please email me with your address and phone number so that I can send you entry tickets for the Saturday.



## Llandow Sprint Paddock



Chris Berrisford - Subaru Impreza



Stuart Samson - Austin Mini Clubman



Donald Gay - Toyota MR2



Andrew Webber - Lotus Elan+2



Ryan Lock - Honda Civic



Ian Chambers - Caterham Seven



Neil Lock - MG ZR



David Kirk - Gardener Douglas T70

**Photos Andy Moss more on the BPMC fb page**



## Llandow Sprint Track Action



Bob Seager - MG Midget



Fryth Crosse - Ensign LNF3



John Gregson - Jedi Mk4



Simon Clemow - Radical SR1



Matt Nichols - TVR 3000M



Bev Faukes - Reliant Scimitar



Allison Lock - Mitsubishi EVO IV



David Franklin - Porsche 911 RS

Photos Tony Smith more at

<https://www.flickr.com/photos/cunningplan/sets/72177720300166193/>



## Breakfast Meeting Dean Forest Railway



5541 The Bristolian



Ford Granada



Plymouth Roadrunner



Ford F100



Ford Cortina MkII



Peugeot 309



Mazda MX5



Jaguar S-Type

# ***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.

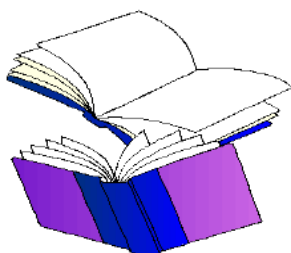
## **BPMC polo or sweatshirts**

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 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**



## It's an uphill struggle....

*...as the BBC says...it's just sheer volume of traffic...*

By the end of May, another super breakfast meet at Dean Forest railway finished the month off. But only the day before, on the Saturday at the start of half term in England, Lloyd and I had bravely (stupidly?) collected the Esprit from Redline - in an almost complete state - and trailered it over to Weston Super Mare for paint detail and PPF. This PPF process is not cheap, but its less than the price of a repaint for a fibreglass car and you get to enjoy perfect paint all the while. So, I'm going to do it. Don't tell the C.O., will you?



The journey across country was a veritable fest of dreadful driving standards, with people in pretend SUVs presumably playing Sudoku or doing a jigsaw puzzle rather than paying attention to the winding black thing ahead, otherwise known as a road. Topped off with stop-start behind buses, of the 'green future' half empty variety, I was ready to blow my hair off, had I any to blow off.

The return up the M5 was OK for us, but traffic was at a standstill from Weston to Gordano and the M4 was just as bad (apparently Ed Sheeran was part of the traffic conspiracy). Desperate for 'a personal hygiene moment' we were about finished by the time we got home, but at least in time for the Monaco GP build up...

It's enough to make you want to move to mid Wales.

Anyway, to ease the journey I had not one, but two Greggs visits so, when we approached the Dean Forest Railway café the next morning, I was adamant that a coffee was all I was having. I then I got in the queue and heard that the nice ladies had focussed on breakfast baguettes when, in fact, everyone was buying bacon rolls and, heart strings tugging, I felt obliged to go for the Full Monty. It was a great decision and affirmation that weakness can be a strength...



Lloyd and I had a great run there and back in the Elan and, with light traffic and decent weather, it was a real joy.

The following Monday, Owen was off to work down in Trowbridge in the Fiat 128. Normally he goes in the Abarth 500SS, but that day was a special day as Auto Italia magazine were heading over to do a little article on the 128. Simon Charlesworth did the narrative and, recalling his similar appointment with me almost 20 years ago

to do a feature on my white, 1964, Abarth 850TC Hillclimb car, he commented that he thought it was probably the first time that he had covered a father and son pair of articles. There's history for you.

Fortunately, the 128 went well and Michael Ward took some quite brilliant pics, as he does. Look out for Auto Italia on the shelves in the next few months and hopefully you'll see the lovely red 128 in it.

My photo shoot in the Abarth, all those years ago, was also fun but tempered by a mechanical whoopsie that involved me recovering the car with my own trailer and some inclement weather. Well, we were in Wales after all. I still have nightmares over standing around waiting for a dark cloud to pass in a windless sky, waiting for the right lighting. You become acutely aware of time and your own mortality.

Over the Jubilee weekend we were down in Cornwall. Expecting a travel disaster, we were pleasantly surprised. It must have been the only day in the previous couple of weeks not to have a caravan on its side. Why don't they put wheels on the sides as well?

Portreath on the North coast was meant to be an ice cream and coffee stop, but, once again, turned into another classic car event! The C.O. is convinced that I have earpiece with someone from Classic Car Weekly guiding me to the next gathering...



Just a few classics there but it was lovely to see them. I got talking to a nice chap called Mike – turns out he has a Lotus Esprit, though not with him on the day.



Anyway, about 10 mins in he says, 'come over to the car and I'll get my phone – it's got some pics of the Esprit'. I was wondering which classic was his. The Olds? The Singer Gazelle? But no, it was an AMG GT in matt grey! You never can tell.

His Esprit is a V8, apparently the only one in Laser Blue. The pic below was taken in 2015

when it was at SW Lotus for a service. I love those last of the line Russell Carr Esprits.

The V8s keep going up. There is a nice low mile dark blue 2003 V8 up for £65K. A few years ago, no one wanted them and all the focus was on the S4S with its reputedly more reliable blown 2.2 four pot. Times change.

What I have always fancied, is an Esprit V8 but with the turbos removed. It's a flat crank motor so it ought to rev given the chance. That Renault box is torque limited anyway, so I would have thought a lower torque but higher revving V8 would suit it just fine. Might be slower but with the right exhaust it would be magic. Sounds like an expensive and pointless experiment, doesn't it? I need to take up gardening.

A cold and windy, but at least dry, Penzance the next day saw a convoy of 70 British cars arrive from a Jubilee run that started in Bodmin – one for each year from 1952. Nice idea.



There were some great arrivals – a pair of excellent Rover P5s, a Morgan Plus 8 piloted by mother and daughter and then these lovelies in the pics. I was never an Escort chap in my youth – always Fiats – but I needed a chair and a glass of water when this '74 big arch RS2000 arrived. Oh my...

A classic weekend for all the right reasons.



*Jones the Speed*

**Club**

 Bristol Pegasus Motor Club

Bristol Pegasus  
Motor Club



## Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Photo's from Llandow Sprint
- Pegasus Sprint Updates and Photos
- Event invites

**NEW : You can now view the group without Joining facebook.**

<https://bristolpegasus.com/facebook-group>

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

## Motorsport UK RS Clubman licence



### Renew or Apply for your free 2022 Licence now !

**From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge.** If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

**Online Application for the FREE RS Clubman licence begins here:-**

<https://rsclubman.motorsportuk.org/>

## 50 Shades of Red

Waking up early, following my drenching the night before on the way to Taunton, I jumped into Madge and proceeded in bright sunshine down to Lyme Regis. I was too early for breakfast but took a stroll along the beach anyway.



Similarly I stopped off at Colyford Filling Station to take a photo, but it was still too early to find any breakfast. By the time I reached Exmouth my hunger had passed so I plodded northward up the Exe estuary to Exeter before heading south along to Dawlish, across the Teigh and on through Torquay before stopping at Brixham for a lunch time pasty.

After deciding I'd find it difficult to muster any enthusiasm to cross the English Channel let alone circumnavigate the world in the replica Golden Hind in the harbour I resumed southwest ward journey along the coast and took Madge onto the ferry to cross the Dart and proceeded along many narrow leafy lanes before reaching Plymouth and an overnight stop in Derriford.



Next morning I was keen to catch an early ferry to Torpoint and arrived at the terminal shortly after 06:30. Alighting from the ferry I decided to make for Kingsand, Cawsand and Rame which took me along more leafy lanes.

Shortly after passing the imposing Tregantle Fort where an ominous large red flag was flying I took a left at Craffhole and passed several 'Unsuitable for vehicles over 6'6" signs. The last one was mostly obscured and looked a gnats under 6'6" and ever more steep and overgrown.

I crawled on into what felt like Deliverance territory in first gear and finally, after what felt like hours but was probably only a couple of minutes, I saw day light at the end of the green tunnel. Rather than risk stalling on an incredibly steep narrow junction I decided not to stop but blew my horn as I approached the junction and finally popped out onto level ground of the B3247.

As I turned back to take a final look down the lane, it transpired to be Donkey Lane, I noticed an unobscured sign which read 'Unsuitable for motor vehicles', I patted Madges dash in appreciation for her efforts, this would not be the last time.



Eventually I stopped off at Looe to grab a coffee and stretch my legs. After crossing the picturesque bridge I found myself briefly following a black C63 Cabriolet, on German plates indicating it was registered in Munster and lost contact after stopping in a passing space while waiting for the van that was backing down a lane to come back up after letting the Merc through.

I thought I might get away with making a costal loop from the A387 through Talland Bay, I crossed the stream onto Bridals Lane and slowly followed the tarmac round to the right, about half a mile up the road the tarmac stopped and I continued gingerly on an increasingly rough track with numerous potholes hidden by the shadows of the trees. Upon finding a post in the middle of the track I was left no alternative but to back out of the enchanting woodland.

Talland Hill, on the way into Polperro, also proved to be quite an adventure, it starts innocuously with 6' 6" warnings in openish country but suddenly plunges rather alarmingly in the built up area where there are all manner of obstacles against which to catch wheels and the corners of buildings are shaved to accommodate vehicular access. Later I was amused to find the google maps vehicle appears not to have made it all the way down !

Madge got me down safely and out the otherside from whence I forwent the opportunity to walk down the cliff at Lantic bay in favour of a stroll around the no less steep lanes Polruan, where I am sure I heard an icecream calling.

Refreshed I nipped round to Bodinnick where yet another Ferry carried us across the Fowey. I was enjoying ambling along in the brilliant sunshine and stopped at Portholland where I found a spot to park that overlooked the beach.

On the way back to the car, after finding a pasty at the Pebbles Cafe, I noticed the black C63 in another car park nearby. I took a pue on a bench conveniently sited behind Madge and got chatting to the occupants of the bench next to me.



They were Andreas and Angelica, the occupants of the C63 from Munster, turns out he is a Mercedes sales manager and they were making a similar coastal road trip, unlike me they were deciding where to stay only after 4pm on the day !.

I suggested a few places they might enjoy visiting including Hartland and Lynmouth on the north coast and we said our goodbyes.

I spent the rest of the afternoon noodling over to Falmouth via Carne and St Mawes. Coming out of St Mawes I noticed a dilapidated garage with a lovely fading sign in the window advising passers by 'Austin you can depend on it !' and another on a wall reading Austin Morris with the Leyland wheel logo.

After a mixed grill and ginger beer at Weatherspoons I checked in to my Airbnb in Falmouth glowing bright red. I fell asleep almost immediately after my head hit the pillow.



As the dawn chorus came to life over Falmouth I donned my specs and got stuck into editing Backfire for a couple of hours in order to meet the deadline with the new printers. I also glanced the facebook and found I had missed a South East Run around Cornwall two days earlier, but was welcome to join the Cornish Fives for a Soltive run starting from the Victoria Inn, Roche later that evening.

In time to catch the sunrise I was out the door of my Airbnb and on my way round the corner Gyllyngvase Beach. The overcast sky encouraged me to drive on down more achingly gorgeous leafy lanes to Lizard, where I had a brisk walk before procuring a sumptuous apricot sausage roll, yes you did read that correctly, and coffee from Ann's Pasties.

From the Lizard I made my way to St Micheals mount, the tide was in so I did not walk across the causeway. After refuelling in Penzance I meandered round to Lands End where just as I was leaving Andreas and Angelica caught me up, Andreas kindly took a photo of Madge and I in front of the visitor centre.



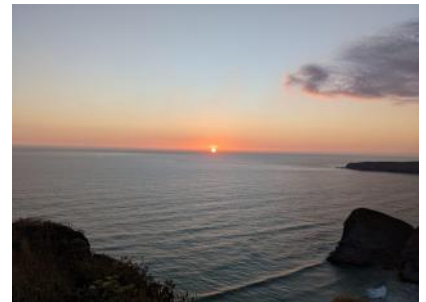
Taking a scenic route to St Ives, somewhere around Botallack I headed coastwards and soon found myself in 1st gear rolling along on another unpaved surface. There were a few other vehicles parked up along the route and after passing some long abandoned tin

mines I found myself back on tarmac going in a northeasterly direction.

I stopped for a Cornish Cream Tea in the sunny garden at Rosemergy Farmhouse before arriving in St Ives. I did not find a sanctioned way in for day trippers so drove on and rejoined the A30 Hayle bypass at Loggans and made my way to my overnight accomodation at The Vyvyan Arms in Cambourne.

After checking in and freshening up I had plenty of time to make it over to the Cornish Fives meeting at The Victoria Inn, Roche, where Kelven Hills had organised the gathering and a social run to Bedruthan Steps.

Meeting the Kelven Hills and the Cornish Fives gang over a steak and chips was most agreeable. 17 MX5's of all ages then meandered through some the Cornish landscape upto Padstow and thence along the coast to Bedruthan Steps for a stunning Solstice sunset.



Afterwards I followed a couple of the Fives into the dusk for a drive along the coast back towards Cambourne. With three mornings before the new Backfire deadline I awoke before sunrise again and got most of the July issue completed.

After a hearty hotel breakfast I doubled back to Gwithian to rejoin my north easterly Coastal Route which took in Portreath, before reversing my previous night's journey twixt Porthtowan through Newquay to Bedruthan Steps.

I was thinking about stopping at Porthcothan but the parking machines were not taking coins and the luddite in me refuses to engage with parking apps or using my phone to pay parking charges. I motored on up to Padstow where, quiche surprise, a strawberry and clotted cream ice cream was bellowing in the sweltering heat. The girl behind the counter warned me that I'd better watch out for dive bombing seagulls who would be after my cone !



From what I believe the locals sometimes refer to as Padstein after a local TV Chef I continued round the Camel Estuary stopping to pick up a few essentials, bag of ice to keep a pint of milk cool, at Tesco's. A diversion directed me to Polzeath, where I enjoyed a beach walk in the refreshing sea.

From there I passed Doyden Castle before pressing on to Port Isaac, Tintagel, Boscastle and Bude after which I joined the A39 and made for my next overnight stop in Hartland.

Before I got there passing through Kirkhampton I let a familiar black C63 Cabriolet out of a side road and we pulled up on the triangle by the war memorial in front of St James Church. Andreas and Angelica had been enjoying their trip, though Angelica had not been warned of the dive bombing seagulls in Padstow and had her ice cream stolen !

We had dinner at The Wreckers Retreat at Hartland Quay where they were staying and exchanged tales from the motor trade in Germany and the UK in the geologically fascinating surroundings of the Quay as the sun went down, the smoked mackerel and salad went down a treat with ginger beer.



The dawn chorus made for a pleasant sound track as I put the finishing touches to July edition of Backfire back at The West Country Inn the following morning. As the sun rose I made my way over to Hartland Point but the private car park was closed so I doubled back toward Westward Ho! and Appledore where I strolled along the quay and found Breakfast at The Coffee Cabin.

I have a German accent and turn of phrase as easily distinguishable as the Brissle Burr, Scouse, Geordie or Cockney in English, so I was bemused when the lady next to me received a call and started detailing her day in sunny Appledore, with blue skies, a light breeze and a bloke with a bright red face under a white baseball cap, wearing a blue MX5 t-shirt with shorts and sandals sitting at the next table eating a full english, in a 'Plattdeutsch' accent from the area around Wuppertal which was no less familiar than my own mothers.

In such situations I sometimes let on that I have understood every word, but in this case I decided to spare her blushes. I took the Instowe, Yelland route to Barnstable where I stopped to refuel at Sainsburys with just enough to get me to Bristol the following day.



I meandered on, around the North Devon coast passing through Wollacombe, Lee Bay, Combe Martin and Woody Bay before arriving at Lynmouth where soon after I arrived



Andreas and Angelica popped up. We went for a walk up the East Lyn before having lunch at The Ancient Mariner.

Andreas and Angelica were planning on visiting Glastonbury and or Stonehenge on their way home and I followed then as far as Minehead where I spent the night at the Premier Inn. I fell asleep watching Hell Drivers on the television.

Next morning I read, corrected and reread Backfire a couple of times before sending it off to the printers. I then went over to Steart for breakfast, poached duck eggs on toast, with my mate Dave with whom I used to share an ambulance until I moved out of Bristol. Dave has become an apiculturist, he started with two bee hives when he moved to Steart 24 months ago and now has ten and is looking for places to keep more.

From Steart I took the scenic route to Sherston to visit Dave Cooper and pick up my racing kit and jerry can that I left with him after Prescott the week before. I then made a couple of brief visits in Bristol with my former landlady and Alex Barton before driving over to the Cardiff Travellodge on the M4



With only a 15 min drive to Llandow I had a bit of a lie in before making my way to the Llandow Sprint. Despite my early arrival I did not have time to walk the circuit after signing on and scrutineering formalities I was still struggling to separate our number stickers from the backing. Hence the numbers did not look very straight, well that is my excuse.

For no particular reason I elected to run first and let Dave run second, it did not make much difference as the weather was a complete lottery. My second run, which counted as our first timed run was my best and I felt very happy with it, sadly 7/10ths slower than David and more than everyone else in the Classic Marques class so the wooden spoon it was again, the two wet runs in the afternoon were fun. Thanks to everyone who came out to marshall, including Phil Jones and Michael Davis along with everyone involved in running the event from the Bristol Pegasus Motor Club and Bristol Motor Club.



I had another busy day lined up the following morning and went to bed early at the Central Guest House in Pontypridd where I went to sleep after seeing Madge at the end of a rainbow !

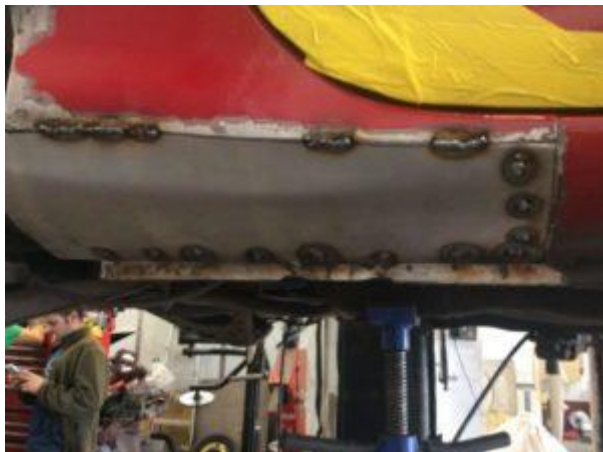
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# Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Canadian GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	889
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	889
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	815
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	795
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	773
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	773
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	756
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	740
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	725
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	708
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	683
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	682
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	654
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	642
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	631
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	628
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	609
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	598
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	587
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	583
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	573
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	564
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	563
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	554
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	538
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	533
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	488
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	476
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	415
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	415
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	413
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	400
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	383
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	378



Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	330
Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	324
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	320

## 2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
12	French	 Circuit Paul Ricard, Le Castellet	24 July
13	Hungarian	 Hungaroring, Mogyoród	31 July
14	Belgian	 Circuit de Spa-Francorchamps, Stavelot	28 August
15	Dutch	 Circuit Zandvoort, Zandvoort	4 September
16	Italian	 Monza Circuit, Monza	11 September
17	Singapore	 Marina Bay Street Circuit, Singapore	2 October
18	Japanese	 Suzuka International Racing Course, Suzuka	9 October
19	United States	 Circuit of the Americas, Austin, Texas	23 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	30 October
21	São Paulo	 Interlagos Circuit, São Paulo	13 November
22	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	20 November

## Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on [bbbishop132@hotmail.com](mailto:bbbishop132@hotmail.com)

## Fantasy F1 – Q2 Report 2022

As I write this, we are 11 races into a 22 race season. With all the turmoil caused by the new regulations one might expect that car design has settled down and we could look forward to some close racing without the politics. Fat Chance!

Sadly, the top 3 teams are all playing political games. The main issue is that Mercedes just cannot get their car right so have gone to the FIA under the grounds of safety in an attempt to bring in new rules to make them more competitive. The other teams who have an advantage protested against this stating it is a Mercedes issue as other teams are managing the new regulations much better. To understand this more let's look at the top 3 teams in more detail.

Ferrari arguably have the fastest, best handling car on the grid but in the usual Ferrari tradition have scored multiple own goals so they are currently not leading the drivers or constructors' championship. Despite being the fastest, the car is also fragile and the drivetrain has a tendency to fail and/or catch fire. When the 458 road car was launched that had a tendency to catch fire to the extent that many T-Shirts were printed with a burning 458 on the front. Perhaps the guys who worked in the 458 production line have now been promoted to the F1 team and brought all their skill & expertise with them. Needless to say, a car capable of running at the front which either fails or catches fire (or both) means that valuable points in both championships are lost.

The other area where Ferrari have dropped the ball numerous times this season is in race management or calls from the pit wall. I have stated before in this esteemed publication that Italian Management does not work. You have to go back to 1979 – 43 years ago when Italian Management last produced an F1 World Champion in Jody Scheckter. Some of our readers were not even born then which tells you all you need to know.

Red Bull have been impressive so far this year. The car is not the fastest but it does have 5 major things going for it: -

1. Early unreliability was quickly sorted.
2. Max Verstappen can elevate the performance of the car much like Hamilton, Schumacher, Senna, Clark, Moss etc. and make a difference.
3. Evolution of the car through the design genius of Adrian Newey
4. Excellent Race Management from the pit wall.
5. Christian Horner playing the politics better than Toto Wolff who is too easy to wind up.
6. Add all those elements together and it becomes easy to see why they are currently leading both the drivers and constructors championships even though they do not have the fastest car.

Mercedes seem to have found the Ralph Colmar effect in that it doesn't matter what they do to change things they still end up off the pace. Ultimately this led to the FIA stepping in when they had to stiffen the car so much it became dangerous to drive. Imagine doing 200+ mph on board a jack hammer and that is what it felt like for the drivers. Both Hamilton & Russell have been badly affected by the cars issues and

only the failures by Red Bull & Ferrari have allowed them to collect as many points as they have. It's a far cry from their total domination in the turbo hybrid era since 2014.

What amazes me is that with all the resources they have in both staff and finance, and yet they cannot sort the problems out. Stand by your phone Dave Cooper as I'm sure Toto will be calling you soon. With half the season gone, the situation is not recoverable for Mercedes this year and they can only hope that they get next year's car design right to enable them to compete at the front again.

### **What of the rest?**

McLaren are currently best of the rest with some sterling drives by Lando Norris in sharp contrast to Daniel Ricciardo who has had a torrid season so far. Haas finally seem to have found some pace and recent races have certainly improved their points tally. Aston Martin have gone backwards this year which I put down to the drivers. One is the owners spoilt little rich son and the other is a has been picking up his pension. Alpine are taking the fight to McLaren but the most impressive so far this year for punching above their weight has to be Alfa Romeo, who with Valtteri Bottas invariably end up in the points at most races.

What of the BPMC Fantasy F1 Championship I hear your cry – faintly and from a distance. Well unless things change by Mercedes regularly winning races Chris Thompson & I will be sharing this years prestigious trophy & Prize Money. Andy Moss is currently 3<sup>rd</sup> with Sam Thompson 4<sup>th</sup> and Joe Robson 5<sup>th</sup>. Could there be 2 Thompsons or 2 Robsons on the podium at the end of the season?

After my last report Ralph commented on how much he enjoys it when a Donkey has their moment in the sun and exceeds all expectations. He pointed to Derek Warwick being in 2<sup>nd</sup> position in a Toleman during the 1982 British Grand Prix before his car ran out of fuel. My nomination this time around would again be a Toleman but this time at Monaco in 1984 where in torrential rain the late great Ayrton Senna come through the field to finish 2<sup>nd</sup>. He was only denied the victory by the race director putting out the red flag prematurely due to the conditions. One or two more laps and he would have taken the victory which would have been his first in F1 and the only win for Toleman, but it was not to be. Sky F1 have put a series of short videos on YouTube about Toleman in F1 where Martin Brundle interviews the team founders, it's well worth watching.

Well that's all for now, keep watching and following the F1 races as the season unfolds. If like Ralph you have picked a team of Donkeys, pray for rain on race day and they might just get their opportunity to shine.

*Ken Robson*

**13th August 1972 Austrian Grand Prix**





Two years after setting out to design his own Formula 1 car, from his bedroom at his parents house, Peter Connew took his completed car, built in a Chadwell Heath lock up, with dummy engine and gearbox to the 1972 Racing Car Show.



With a fist full of French francs from driver Francois Migaults sponsors, Peter bought a brand new Hewland DG300 and procured a very second hand DFV from McLaren.



After failing to start the British GP Francois was allowed to start from the back row of the Austrian GP and for 22 laps Peter's dream to see his car run in a Grand Prix was realised. He was given £40.00 start money for his efforts.

***For Sale***



1937 Ford v8, 4 door. Rhd, UK assembled car. 12v, dynamator, new waterpumps, stainless headers & exhausts, oil galleries cleaned out, waterways flushed, radiator recored, electric fuel pump, electric fan. 7.50 16 rear tyres, 6.00 16 fronts. Located in Bristol £13,000 ono.

Contact Andy Henshall, see  
<https://www.facebook.com/groups/853893194654696>

**2022 Events Calendar**



Saturday 30th July	75th Anniversary and Trackday	Castle Combe
Sunday 31st July	Breakfast Meet	Dean Forest Rly
Monday 8th August	Club Meeting	The Plough
Sunday 27th August	Breakfast Meet	
Sunday 24th September	Breakfast Meet	
Saturday 15th October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	

## Automated Membership System

The system allows you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

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

## Backfire





## PETROL & STEAM

Pegasus Motor Club's Breakfast Meet will continue from  
April 24<sup>th</sup> until the 30<sup>th</sup> of Oct  
on the last Sunday of every month at  
Dean Forest Railway, Forest Road, Lydney GL15 4ET  
from 0930 hrs.

All types of motor vehicles welcome  
Refreshments will be available.





Delayed from 2020, the Bristol Pegasus Motor Club will now hold its 75th anniversary celebrations at Castle Combe Circuit on

**Saturday 30th July 2022**

in conjunction with the 40th running of the club's annual

**Castle Combe Track Day**

The event will celebrate over 75 years of motorsport activities of the Bristol Pegasus Motor Club (previously known as the Bristol Aeroplane Company Motor Club) and its predecessor the Bristol Aeroplane Company Motor Sports Club, including:

- The Filton Sprint and the origination of 500cc Formula 3 in 1945
  - Over 55 years of the Cross Trophy Trial
- 45 continuous years of sprint organisation (Wroughton, Colerne, Sparkford, Castle Combe, Hullavington & Llandow)
  - 40 years of track days at Castle Combe
- Over 30 years of the Pegasus Sprint at Castle Combe

In addition to the usual track day there will be:

- a display in the paddock of the classic and competition cars of club members and special invited guests
  - lunchtime track parade sessions for members & guests
- mid-afternoon fast track laps of competition cars (by invitation)

And on Saturday evening:

Food & beverages (possibly a hog roast)

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On-site camping will be available Friday & Saturday nights (must be pre-booked)

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Further information will be released when details have been finalised.

To register an interest in attending/displaying a car Club members should e-mail:

[nickswood@hotmail.com](mailto:nickswood@hotmail.com)

General information on the Track Day can be found at:

[www.bristolpegasus.com/castle-combe-track-and-tuition-day](http://www.bristolpegasus.com/castle-combe-track-and-tuition-day)

Club website: [www.bristolpegasus.com](http://www.bristolpegasus.com)

Event remains subject to any Government guidance regarding Covid-19