

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Martin and Charlie Emsley's NC500 Tour**



**February 2023**

# 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](https://gallery.bristolpegasus.com)



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



Facebook Group – [bristolpegasus.com/facebook-group](https://facebook.com/bristolpegasus-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 member's contributions on competitions, club matters and journeys. Send to Ralph Colmar (editor) [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**

## Nick's Natter



Once again a quiet month for Motorsport activities. The New Year started with another excellent night at Lydney Town Hall with a few other Pegasus members. No Parkin were once again playing. We were treated to free Prosecco and pizza and a good time was had by all.

By the time you read this I will have been to watch the Cotswold Clouds trial and we will have been entertained by Dawsey's Talk at the BAWA.

The first Breakfast Meet will be on March 26th and going forward our Track Day date has been confirmed for August 19th more details to follow. The Pegasus Sprint will be on October 21st so if you are planning to enter please get your entries in quick as we had to turn away lots of entrants last year. Also as usual if you can marshal please make a date in your diary!

For the March Club night we are planning something different. A SIM night of Hillclimbs. So if you fancy your chances at Shelsey or Prescott come along and have a go.

REMEMBER THE MAL???



## Stop Press

We have just received the sad news that Judith Bird has passed away. I am sure you will join me and the committee in passing on our sincerest condolences to her husband; Paul Bird, his family and their many friends.



## Editorial

Welcome to the February edition of Backfire.

Apologies for the delays in getting the January edition of Backfire out, it went to Press mid December but unfortunately the courier failed to deliver it from the printers to Bob Bull for postage. Hopefully you will have received your January edition by now.

Since last going to press aside from a committee meeting no club events have taken place, however between Christmas and New Year I did a short midwinter East - West tour and raised some funds for the Lifeboats in the process, I'll write more on that in a forthcoming issue.

Thanks to Mal Allen for his report on the Allen Trial, which he claims will be his last Trials ever! Also thanks to Martin Emsley for his NC500 Tour stories and Ken Robson for his 2022 Fantasy F1 round up.

At the time of going to press the next club meeting at BAWA will be on February 13th when Castle Combe commentator Chris Dawes will be our guest for the evening. On March the 13th Our club meeting will be a SIM night.

The hard copy of this month's edition comes to you courtesy of Bob Bull who has kindly stepped forward to take over the distribution of around 70 printed copies of Backfire per month, so Backfire will continue its printed edition for the foreseeable future.

Thanks for contributions to this month's issue from Mal Allen, Martin Emsley, Rob Ford, Phil Jones, Tim Murray, Richard Reynolds, Ken Robson and Nick Wood.

Wishing you all a warm and safe month's motoring !



**Ralph Colmar**

## Events

### Monday 13th February BAWA Club Night with Dawes



Chris Dawes has been spectating at Castle Combe since he was 5 years old and in 2012 applied for the role at Castle Combe, at the insistence of his wife. Since then Chris's humorous and entertaining commentaries have been heard at Oulton and Donington Parks and at a wide variety of motorsport events across Europe and on TV. Along the way Chris has befriended many motorsport personalities and the evening is sure to be full of entertaining behind the scenes stories and anecdotes.

### Monday March 13th BAWA Club Night

#### SIM Night

Imagine you're driving up the hill at Shelsey.....



More details next month ....

### Sunday 26th March Breakfast Meeting



Our breakfast meetings will resume at Dean Forest Railway 9am.

## Sunday 23rd April Production Car Trial



This will be held at our usual venue Duncan's farm Dundry. Entry details to follow.

### 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.



7 MAR, Racing driver of Historic LOTUS F1 racing cars **Andy Middlehurst**, seen driving the 1966 Lotus 43 H16 BRM at Oulton Park driving the 1966 Lotus 43 H16 BRM at Oulton Park above.

4 APR, British.Racing.Drivers.Club. Guru **Ian Titchmarsh**.

### 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 get membership for a year from renewal or joining date.**

## Club Night Venue

Our regular venue is -

**BAWA Leisure Centre**

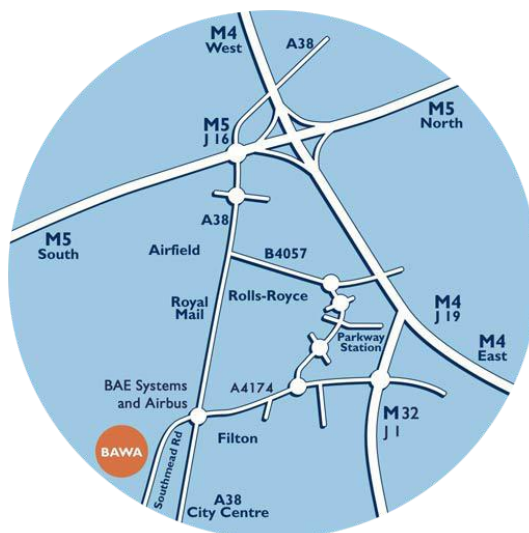
**589 Southmead Road, Filton, Bristol, BS34 7RG**



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 7.30pm, 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.



**Next Club meeting will be February 13th with Chris Dawes at 19:30.**



# ***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](mailto:alan49spencer@gmail.com)**

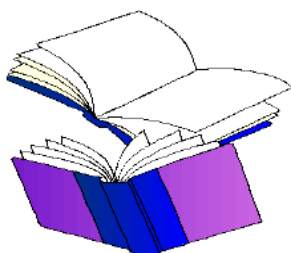
Tel: 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



**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, CDs /DVDs**



MANX MOTOR RACING CLUB

**MANX**  
**CLASSIC** 2023



April 27th, 28th, and 29th, 2023 - three unique hillclimbs in 3 days  
**The Sloc 1.06 miles - Creg Willey's 1.39 miles - Lhergy Frissell 1.48 miles**  
Three of the longest hillclimb venues in the UK - All on closed public highway roads



The organising team are working on the 2023 event and enquiries for information regarding marshals, prospective competitors and championships are welcome.

Register your interest now for this unique event by email to:

[entries@manxmotorracing.com](mailto:entries@manxmotorracing.com)

Manx Motor Racing Club will forward event regulations, information for marshals and entry/event details immediately they become available

<http://www.manxmotorracing.com/>

***Entries now open on the website shown above!***

# **The Allen Classic Reliability Trial**

**27 November 2022 run by Bristol Motor Club**

I thought it was about time I acquainted some of you tarmac junkies with a tale of real grassroots (literally) motorsport.

Classic Reliability Trials are basically all about persuading your car to climb muddy or rocky or muddy AND rocky off road tracks that you would normally only attempt in someone else's well prepared 4x4. Gradients vary from slightly downhill to less than 1 in 3 uphill. With the occasional stop and restart thrown in (usually on the worst patch of rock or mud). Just to make it a little more of a challenge, only 2 wheel drive is allowed, front or rear drive, no fancy diffs i.e. open diffs only, no LSDs, and tyres must be to a strict limit regarding the tread gap (8mm max). Cars run in one of 9 classes, from class 1 FWD to class 8 out and out Trials Specials (the ninth class is for X90's, a strange 2 seat derivative of the Suzuki Jimny) Some people compete on motorcycles, some on motorcycle and sidecar and others in 3 wheel cars, but we try not to associate with them if possible as they are certifiable.

The Allen Trial (no relation) is run every year by The Bristol Motor Club, there is a small team of organisers led by Pete Hart (CoC), Carlie Hart (Secretary) and Deputy CoC's Mark Tooth and Tim Adams. The Trial is based at the Bull pub at Hinton and runs through the Keynsham area to the Chew Valley lake using mainly BOATS (that's Byways Open To All Traffic) and a couple of off road sites. Finishing back at the Bull.

I have entered this event most years for the past 25 years, first with a Skoda Estelle and then with my Marlin Roadster (class 7) kit car.

So here's my version of this year's Trial (recollections may vary).

First thing first, 3 days before the trial I thought I should just check the car was good to go, of course, it wasn't, the week before it had started and passed its MOT (advisory, slight oil leak, it's a Marlin, the mechanical bits are 40/50 years old British bits, of course it leaks oil). So now it will not start. Do the usual checks and find the starter motor is not doing it's thing, out with the spanners and motor on the bench, did you know these modern hi-torque motors like to drink water out of the puddles as you splash though them? I'm now fully trained on the stripping, cleaning, drying and reassembly of these items. Bench test with a spare battery and it makes all the right noises. Refit and everyone's happy again.

My passenger again this year was Bristol Pegasus Chairman Nick Wood (my first choices were not available so he had to do).

The alarm woke me at 5:30, not for me, I didn't need to be at the scrutineering until 8:15, no, this was so Donny could be at the Pub by 7:00 to help Carlie with the signing on.

## Scutineering

Scutineering was as usual in a field just off the A4, I arrived about 8ish and joined the queue, Bill Bennett was this year's choice for scrutineer so his alarm went off way before mine. He and his assistant were very efficient but still wanted to check the usual things. I think we all passed his scrutineering eye. Nick arrived from "Over the Bridge" soon after. The Marshal had asked us not to go to signing on for a few minutes as parking is always a bit tight at the start (but the marshal team there always have it under control and the right cars in the right place).

## Signing on

When we get to signing on we do the usual thing, sign on, get our numbers, a cup of tea and the obligatory bacon sandwich. One idea I thought was quite good, we were told to take a picture of the Tyre Pressure list with our phone, rather than crowding around the desk trying to add the limits to the route card. Our start time was 9.17 (I thought a very sensible time to start) and at 9.17 we were duly flagged away by the ever helpful Bristol marshals.

**Section 1 Tog Hill. Chief Official Dave Potts.** Never a real problem this hill, just a trundle up a roughish track. A chance to wave at the marshals you recognise. Although, I marshalled this hill for the 3 Day Trial, it's surprising just how steep it is at the top when you are walking up it (or am I just getting old).

**Section 2 Bitton Lane. Chief Official Neil Peregrine-Morgan.** A virtually new marshals team here this year, but the same friendly greeting as we used to get from Terry Osborne. The restart here caught out a few drivers, it's not particularly steep but a little off camber. I try to treat it the same as Guys Hill restart, trickle off the line (if possible), trickling means pulling away with zero wheelspin as opposed to dumping the clutch with the engine on the rev limiter.

**Observed Test1 Fairy Hill. Chief Official Pete Batty.** Straight forward start on line A, all across line B, all behind line B, stop astride line C. Apart from the bit about circling the large tree between A and B, this involved a slight uphill stretch that quickly became a very slick muddy uphill stretch. About 30 % of the entry failed. Notably in classes 5 and 6.

**Section 3 Fairly Hill. Chief Official Nigel Moss.** New to the trial last year, as long as you turned the right way at the top it was not a problem. THAT WAS LAST YEAR. This year after the overnight rain it was a challenge, the higher restart for



class 8 was impossible, not one class 8 cleaned the hill, the lower restart gave the other classes a chance but only 2 cars (class 7) saw the top.

When we arrived at the Fairy Hill complex the queues were almost out the gate, this always gets the nerves going as this means the hill is causing problems. Apart from the fact that no one was clearing the section a problem had occurred early on with the access track that required the road building skills of the Stroud team of marshals in re-grading the track using the landowners Digger driven by Mark Linforth (amazing the useful skills a good marshals team bring with them).

**Section 4 Big Uplands. Chief Official Mike Jones.** I think it was here I had a brief chat with Tony Hayes, son of John Hayes, who was well known amongst the trials community. A restart for classes 6,7 & 8, this hill is not the stopper it used to be but is a nice section, getting a bit rough near the top now.

**Section 5 Guys Hill. Chief Official Eric Wall.** I had a bit of a telling off from the Chief Marshal, Eric Wall, here. I was leaving too big a gap between myself and the car in front, luckily he accepted my reason that sometimes the other car spins the wheels on the start and throws stones and mud back at the car behind. Sorry Eric. Now about the hill, if you are a trialler you will know about the Guys Hill restart, so easy to fail, which about 50% of the entry promptly did.

**Section 6 Travers Hill. Chief Official Stuart Harold.** Now, Bristol MC claim to have had a couple of working parties on this hill to "Smooth out some of the steps" I didn't notice, it was a tad bouncy on the higher bit. Even so, very few had problems on this hill. Restart for class 8 only (class 7 breaths a collective sigh of relief).

**Chew Valley Lake Rest Area Control. Chief Official Zoe Tooth.** Normally we would be given a departure time by the marshals here, but after the delays at the Fairy Hill complex we were allowed to leave at our own discretion. Still I made time to eat a filled roll supplied by Nick, delicious. Unusually for me I had no running repairs to do here, unlike several other competitors.

**Section 7 Burlledge. Chief Official Simon Robson.** A reasonable long hill, easy lower restart for all except class 8 who had the higher restart, still only a couple of drivers picked up points here.

**Section 8 Fry's Bottom Wood 1. Chief Official Martin Clemow.** Downhill start onto a slab of thick mud with deep ruts, looked like a nightmare but all who attempted it cleared the section.

**Section 9 Fry's Bottom Wood 2. Chief Official Norton Selwood.** Queues again here, let the nerves get going again, not really helped by a short conversation with Event Steward Andrew Brown, who in fact predicted my score exactly. Leave start line ably marshalled by Anne Robinson, proceed directly to the restart line, do not turn left into the class 8 diversion, look to the right up the section ,drop clutch , move

just enough to score 5 before gravity take over and slide left down the off camber patch of mud that is the restart. I've watched the video of the class 8 diversion. Bristol MC, that was not a nice thing to do to Class 8.

**Section 10. Fry's Bottom Wood 3. Chief Official Richard Wykeham-Martin.** A fairly short sharp climb the problem was that from the start line it's not possible to see the climb, so easy to take it bit slowly and not have the momentum to clear the top, I probably overdid it a bit as I had to brake to make the hard left at the top. Another harsh restart for class 8 here, all picked points on this hill.

**Section 11 John Walker. Chief Official Matt Nichols.** The hill that has it all. The ford (thoughtfully dammed by the marshals to ensure a decent depth), a bit of rocky road, a patch of clay and the long muddy lumpy run up a sunken road to burst out through the final section ends gate. Even though we were running no 49 we were surprised to find no queue here, unlike most years. We even managed to clear the hill in daylight. The vast majority cleared this the last section of the day.

**Signing Off. Carlie Hart and Donny Allen.** The organisers had offered the drivers an alternative route back to Signing Off avoiding the traffic jams caused by the Bath Christmas Market shoppers going home with their expensive purchases. (The Bull pub had allowed Bristol MC the use of their large marquee complete with heaters and a manned bar for signing off) having dropped off my navigator at the trailer park so he could get off home, I duly signed off and bought myself a pint (well, it would have been rude not too).

**So** another successful running of the Allen Trial, well organised and marshalled as usual, thanks to all who marshalled and the organisers within Bristol Motor Club (although I was glad not to be running in class 8). Congratulations to Philip Thomas, dropping just 3 points all day and winning the Allen Trophy and all other award winners.

Thanks to Nick for his help on the day, my ears are still ringing.

On a personal note, Nick and I had an unexpectedly good day in the Marlin managing 3<sup>rd</sup> overall and 2<sup>nd</sup> in class, which, as I had decided to hang up my waterproofs and retire from Classic Trialling after this event was a nice way to bow out. So next year I'll probably be out marshalling the Allen.

Anyone interested in a used Marlin?

Cheers

Mal Allen



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

### *Like a revolving door.*

Or should that read...like being stuck in a revolving door. Here is Jonsey's 'revolving' fleet update...

The Jeep SRT went in a part ex for a new Subaru Outback. I'll miss the 470hp and the below from the Hemi V8 but we've halved our fuel cost in one 'swell foop' as they say. Scooby is proving to be a rugged and comfortable car and tows better than I had imagined.



The Abarth 500SS went up for sale on eBay and still looked great on its 87K miles. The 34K we put on it after Nick's time was mostly motorway at 'mpg enhancing speeds', so it's had an easy life. It sold quickly on eBay, unlike my pair of part worn Pirelli run flat tyres from the Jeep. How ironic that my All-Season tyres struggled to find traction...

The 25-year-old Merc CL420 (aka the 'Wing Commander') is still my daily and, after 4 years, I love it as much as I did the day I bought it. I've had the 18" AMG monoblocs refurbed and next is attention to a parking ding in the rear flank that someone kindly didn't own up to...

I might wish it didn't keep blowing its air con fan regulator, but the upside is that I am now quite proficient at changing them. The £18 one lasted 24 hrs and the £37 one kept working for all of 6 months. I am now trying the £118 'Mahle Originals' version. Will it last an entire year?

The Elan Sprint is still here and driving perfectly, having taken us last year to the Silverstone Classic and the Club Lotus event in North Wales. The Marcos 1800GT race car ran well despite its fuelling misdemeanours and next up is a clean out of the fuel tank. Owen's Fiat 128, Lloyd's Exige V6 and the two cheeky Honda Monkey Bikes are all doing fine. I have lost track of the quantity, but they all seem to fit in the garages or on the drive, so that's a good measure of whether there are 'too many' or 'just enough'.

The Esprit is quite resplendent in its Dubonnet Rosso, PPF'd and fuel injected. It goes very well and is now sort of 'run in' with a first oil change done on the rebuilt 907 motor.

It took Lloyd and I on a 'debug run' to the last round of the BHC at Loton Park last year and it was great over distance with a good ride on the 70 profile tyres and not too noisy in the cabin either. Even with running in restrictions it had plenty of go and it sounds like a 70's F2 car with a few revs on, with a very strident bark to it.



With various cars on the way home late last year I was a bit squeezed for space. I had wanted a classic Range Rover and I very much enjoyed the pure mechanical feel, which was such a refreshing change from a modern car. It transported us with much joy to the Goodwood Revival two years running. But it was so much bigger than my other classics, so housing it in a domestic garage was becoming a problem.

My grandmother had a saying for wanting something that you can't deal with... 'Big eyes and little doo dahs'...and I think she would have said that about my Rangie purchase. Anyway, it went via online auctioneer, The Market, who had previously sold my C63 Black Series and 350SL and did a decent job on all three. I have found it an easy and professional way to sell without having tyre kickers coming round. I still remember selling my Lambo Espada and all the 'driving Gods' interested in a test. Painful.

Meanwhile, Lloyd acquired an Audi A6 Allroad so that he can share towing duties as well sooth his Norfolk commute, which, to be fair, is not that much fun in a 1.4 Punto. It's a 3.0 TDi 272PS with the expected thumping torque delivery. Blimey its quick and it feels like a new car even though its seven years old, with not a squeak or rattle anywhere, not to mention 40mpg on a long run.



The Marcos Mantis has been an interesting journey which started at the end of 2021 in a rush of blood to the head. I was on my way back from a business trip to Turin, landed at BHX and Owen suggested that I should 'drop by' (it was miles out of my way of course) and see a Mantis that had come up for sale at Redline.



With fond memories of the old yellow 'Soup Dragon,' I was not going to refuse, so off I went like a lamb to the slaughter.

Once Joe whipped the cover off it and I saw under 6500 miles and 'like new' condition I was on a slippery slope. A quick road test confirmed its health and it was, of course, so much more refined than my old Mantis, which was lowered, stiffened, caged and generally 'got at' in the name of competitiveness. It was a revelation.

But, as most of them were, it was a convertible and I don't really do those as my 'FA Cup handle' ears burn all too easily in the mid-day sun, which of course we get a lot of in Wales. A cap doesn't cover them and I have never relished the prospect of wearing a gardening hat in a sportscar...

Joe reckoned it was not going to be too difficult to convert to a coupe and, given that he managed the build of all of them when new, he should know. So, a roof was procured from 'official sources,' though its quality wasn't great, so Redline ended up using it to make a mould to make a better one for me. Rear windows are like hen's teeth and, after multiple approaches to what ought to have been the right sources, I ended up getting it myself from Pilkington. It took a wedge of dosh, 17 weeks and quite some progress chasing but they did it and did it well, with a heating element too. It was so 'precious' to the project that the C.O. and I ended up driving to Worcestershire to collect it in person and then deliver it to Redline. I just couldn't face a 'sorry mate, we dropped it' story from a courier.

The window frames needed to be hand made as the available ones were again not of good enough quality. A new headlining finished it off. It was painted by my favourite painter, the very same who did the Esprit, the Marcos 1800GT and the Elan. The finish is spot on.

Yes, it was painful and, in the end, took a year but the result was worth waiting for and I don't need to wear a gardening hat...





It's otherwise absolutely original, with a 4.6 litre, all alloy, 32 valve, quad cam Ford Modular motor, Warner T5 box and BTR LSD, with the bonus of that being the optional Hydra Trak rather than a clutch type. And absolutely no driver aids, not even ABS.

One irony is that it has the exact same Image split rim wheels with gold centres that I had on my yellow Mantis, but that's not really a coincidence. The previous owner had bought and serviced it at Redline and, while there being serviced one time, my old Soup Dragon was in for work at the very same moment. The owner liked the Image wheels on the Soup Dragon and asked Joe to get him a set.



So, it's sort of 'full circle' in that respect. Mind you, most wheels are...

I do like Marcos cars and American V8s and, as this must be one of the freshest examples of the 51 made, I am more than happy with it. Let's hope it doesn't get caught in that revolving door!

*Jones the Speed*

## Club Facebook Group - This Month

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

- We now have nearly 850 Members in the group
- Organise informal meetings with fellow members
- Event invites
- Items for sale



**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 2023 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/>



## NC500 TOUR

**SUNDAY 11<sup>TH</sup> SEPTEMBER TO WEDNESDAY 21<sup>ST</sup> SEPTEMBER 2022**

The Rules;

- Roof Down (unless it is raining).
- No Motorways (unless it is unavoidable).

Well, we managed to break both of them within the first few miles, let's face it cruising on the motorway with the top down can become a bit wearing and even using motorways it was a 7 hour drive to arrive at our first stop point at Eyemouth for our North Coast 500 trip.

After 2½ years transforming the NB from a tired MX into a bespoke smart tourer here we were, thanks to my daughter, on a grand tour.



Day 2 dawned bright and dry, another 4 hours to Inverness but before that a bucket list visit to the Jim Clark Museum at Duns. What a charming place with “all” of Jim’s many trophies, some great cars and his story. Prior we had visited the memorial in Chirnside and his grave. From the house across the track, a lovely lady came over and showed us some photos and told us of some personal experiences meeting Jim, which was very special, we were quite awed.

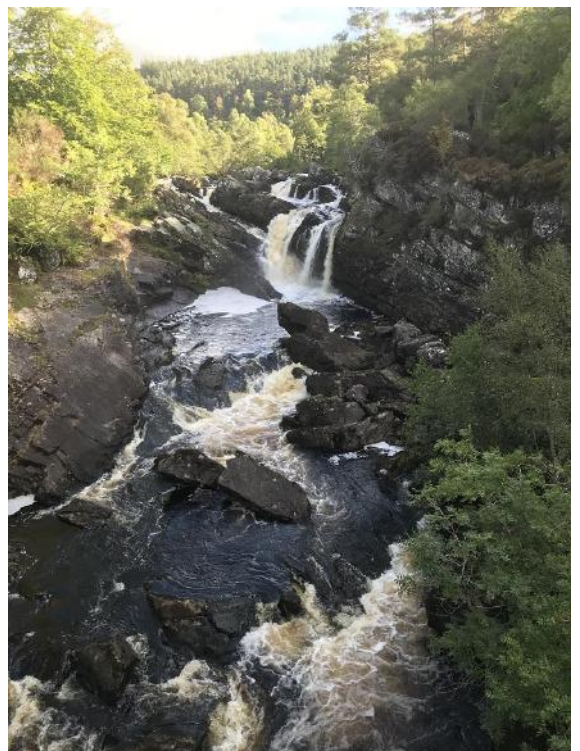
Another Rule;

Stick to the route (unless somewhere looks interesting and scenery looking better and better).

Some cracking roads took us via Pitlochry, especially interesting was the salmon ladder and dam, very beautiful but unfortunately not a salmon day for leaping.

The wind had got up though still beautiful weather. Had to put hood up for final leg to Inverness. Good job we did, smashing sights but drove through a hell of a downpour, at least it cleared some of the bugs off the car.

Didn't take a good look at Inverness, maybe on return leg. Needed a good rest as NC500 starts.





Tomorrow finally here and all rather exciting, most of evening spent checking guidebook and map for “must see” places. Traditional B&B superb in Inverness.

Day 1 on NC500 and we did twice the number of miles planned. Visited a couple of waterfalls/salmon ladders but mostly the fish were not playing. The scenery was simply amazing continuing mile after mile and the deserted clear flowing road a hoot to drive. (Is all about the weather!!). A visit to a distillery never heard of before, with a little sample for passenger topped off a splendid day.



Day 2. This was a tale of 2 castles (very different). Just outside Darnoch is the Dunrobin Castle and Gardens, was modelled upon a French Chateau and was home to the Sutherland family. Some of the rooms are open of the 189 in total and very grand they are too with classic furniture, huge family portraits and many hunting trophies. The gardens facing the sea are a delight, well maintained, I was intrigued by the Giant Rhubarb or Dinosaur food, quite

different from “our” rhubarb. The falconry display was outstanding we learnt about Hawks and Falcons whilst they demonstrated their prowess.

On the road the hunt for a cream tea was in vain reminding us that refreshments are sometimes hard to come by, not necessarily convenient!

Just above Wick is Castle Sinclair Girnigoe which is a ruin right on the cliff edge, I cannot imagine living there in days of old.

Day 3. Simply splendid roads and the scenery was mostly rolling fells. 1<sup>st</sup> stop was John O’Groats, well we had to go there. It was extremely windy and highlight was cracking coffee and cakes in the deli after the obligatory photos. Thus far, it has amazed me how few people there are en route, was led to believe it would be pretty busy. We briefly stopped to look at The Castle of Mey but decided against the tour. A friendly elderly gent at the gate told us he had just got an MX5 and loved it. 2.0 NC, great another convert.



Clear winding roads up and down, a driver's delight with barely any traffic. The night stop at Tongue gave a brilliant view of mountains and "inlet".



Day 4. Our longest planned day but we still managed a lie in and late start. What a drive, the scenery spectacular and varied and the roads challenging especially the single track on the loop to Durness, but regularly spaced passing places. A visit to Smoo Caves started the day. We descended to view the waterfall, very spectacular but no tours due to recent rain. Met a couple in a green NA going in the opposite direction and shared notes. A

quick pit stop at Cocoa Mountain at Balnakiel for the 'ultimate hot chocolate' before taking in the views. Another must visit is Lochinver Larder for one of their many glorious pies, absolutely divine and then to our evening stop on the edge of loch, literally 20ft away from the water. Certainly found today some drivers acted with courtesy and some cannot reverse their vehicles!!

Day 5. In some respects we could have cut out this day of the tour. Shortest drive underwhelming to Ullapool but really nothing in town of interest. The 2 hour sea safari was good and saw different seals, dolphins and porpoises, various sea birds and an eagle!

Sensibly we had chosen to go in the partially covered boat so at least stayed dry on the return trip.

Day 6. Once again promises some great roads and plenty to see, of course weather dependent. Turned out to be the worst of days and the best of days. Started with torrential rain and an MX5 which was misfiring at idle. Took a look and fiddled with some wires with no joy. Stopped for a coffee and discussion, wisdom being that the unburnt fuel may damage the catalyst. Being in back of nowhere on a Sunday and seeing the car still ran we decided to press on, another fiddle failed to cure it. Do we run for Inverness?





A few miles further it cured itself (anyone any ideas what it was?). Anyway, we then decided to do the major loop including Applecross pass. Jolly glad we did, sun came out, hood went down and MX5 was going like a dream. Best scenery and roads of the trip obviously enhanced by the weather, fantastic and evening meal of haggis, neeps and taties!!



Day 7. Final 500 route miles, we took the opportunity to go back to Sheieldaig and then Ardarroch before cruising through the lovely Glen Carron, roof down, sun out and then Straith Bran, a slow reduction in dramatic scenery as we edged back to Inverness. As we had time to spare, took a trip around the loop Bealy – Carrich – Dormadrochit. As the first part had been a pleasant enough drive through the woods, the decision was made to return to Inverness alongside Loch Ness. But first a quick look at Urquhart Castle, quite an impressive ruin on shore of loch and a visit to the John Cobb memorial to pay respects. An evening in Inverness, nothing special, and then an early night before the long 2 day drive back to Bristol via a night in the Lake District.

| Date                     | Travel                  | Mileage |
|--------------------------|-------------------------|---------|
| Sunday 11th Sept         | Bristol - Eyemouth      | 359.4   |
| Monday 12th September    | Eyemouth - Inverness    | 219.2   |
| Tuesday 13th September   | Inverness to Dornoch    | 54.5    |
| Wednesday 14th September | Dornoch to Wick         | 62.8    |
| Thursday 15th September  | Wick to Tongue          | 79.3    |
| Friday 16th September    | Tongue to Ledmore       | 109.3   |
| Saturday 17th September  | Ledmore to Ullapool     | 18.7    |
| Sunday 18th September    | Ullapool to Kinlochewe  | 75.5    |
| Monday 19th September    | Kinlochewe to Inverness | 123.6   |
| Tuesday 20th September   | Inverness - Torver      | 311.7   |
| Wednesday 21st September | Torver - Bristol        | 242.2   |
| Total                    |                         | 1656.2  |

|       |       |
|-------|-------|
| NC500 | 523.7 |
|-------|-------|

We took a few detours and our actual NC500 mileage was 688miles, mostly good weather and can honestly say we saw not a single midge.



Martin Emsley



## 50 Shades of Red

After a good night's sleep in Le Mans I awoke to find a text message from Mum saying that she hoped I was not having any difficulty finding fuel. On the drive up from Mulhouse I recalled seeing a couple of fuel stations with longer queues in some of the more remote spots over the previous two days.

On the other hand thanks to the kindness of a good samaritan who paid for my fuel with his card in return for cash I'd had no problem getting fuel in Blois the day before or in Mulhouse the day before that and my sub school boy French did not pick out anything on the radio suggesting any fuel shortage.

I turned on the television and sure enough one of the news channels suggested a tanker drivers strike with shortages of fuel and long queues at filling stations. Though comically the news reporter sent out for vox pops found herself at a filling station where four of the dozen pumps were working and a rather limp three car queue to use them, so much for TV whipping up hysteria.

So as not to get short I went looking for the fuel I would need to get to Calais, at the first petrol station there was a long queue of trucks only, I surmised correctly it was a truck stop and moved onto another station in Arnage which was closed with the entry and exit taped off, at the third station as per TV most of the pumps were switched off but there was only a three car queue to get fuel at the remainder.



After another approximation of a full English at the hotel I headed for Alencon but somehow ended up 80 miles further North East stopping outside Chateau Arnet of Pink Panther and James Bond fame before I realised I had diverted from my original plan. From there I meandered up to Abbeville crossing the Siene at Vernon and into a sunny afternoon where I again got completely lost following the blue line on Waze as I enjoyed the view.

It seemed the Charolais were getting smaller as I headed north, though none the less intimidating. Being in a red car I thought it prudent to keep Madge's motor running when I stopped to snap one that I judged to be sufficiently far from the fence that separated us.





Approaching Abbeville the weather took a turn for the worse and I soon found myself in a roadworks initiated traffic jam that gave me a welcome opportunity to put the roof up. Ten mins later I pulled over next to a Dassault Mystère IV at Aérodrome d'Abbeville, Buigny-Saint-Maclou, the skies were clear and although the temperature had dropped I had the roof down again.

As I edged ever closer to Calais the sky became ever clearer and I reflected on the extraordinary ten days or so days it had been since I set off for Trac Mon, Anglesey. There was still one more event to look forward to upon my return our own Pegasus Sprint at Castle Combe.



At the Eurotunnel Terminal I got a shock reminder of my misspent youth when I learned, courtesy of some random information on a terminal wall, that Farnham in Surrey where I misspent my senior school years had been home to William the Conqueror for twenty years.

After a couple of days rest from my 2000 mile autumn odyssey and after checking Madges levels and tyres I went to spend the night before the Pegasus Sprint with Dave and Liz Cooper.



Next morning I was up early and among the first to arrive in the Castle Combe Paddock. As my fellow Classic Marques competitors arrived, an end of term air of camaraderie quickly became apparent as it dawned on us what a brilliant season 2022 had been.

Once final preparations and scrutineering had been completed and bacon rolls consumed it was time for the drivers briefing held by Chris Thompson. The event ran smoothly though I blotted my copybook by not being able to improve on my 2nd timed run and then knocking nearly two seconds on my third timed run to finish the day 18th on handicap from 22 Classic Marques runners glad Madge was still in one piece.



**Ralph Colmar**

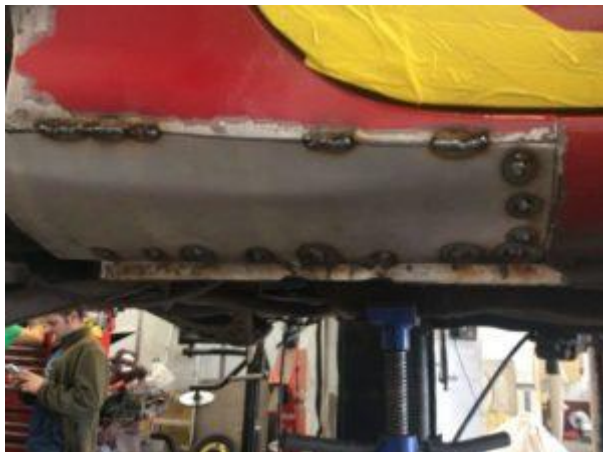
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## Bristol Pegasus Fantasy F1 Review 2022

As you will have seen in last month the BPMC Fantasy F1 Championship was much closer and more exciting than the actual F1 racing with the final standings being: -

- |                                   |             |
|-----------------------------------|-------------|
| • 1 = Chris Thompson & Ken Robson | 2159 Points |
| • 3 = Andy Moss & Sam Thompson    | 1945 Points |
| • 5 = Joe Robson & Martyn Davies  | 1915 Points |

Who would have thought that we would end up with 2 entrants on each step of the podium? Normally the Championship would be decided by the Joker Race but both Chris & I had chosen the Italian GP so there was literally nothing to choose between us. I did think about going to the FIA for a final decision but given their track record of making a hash of everything, we decided that we would be joint Champions for the year sharing the illustrious trophy & prize money.

As I have repeatedly said in previous articles, when choosing your team, you should put the majority of your money into the teams & engines as they count for all team points not just the driver. It is interesting to note that 3 of the top 4 chose Ferrari, Red Bull, Ferrari for their chassis & engine selections. Only Sam Thompson went a different way in choosing high scoring drivers and Haas as the engine to end up with the same points as Andy Moss. Once you have chosen your chassis & engines, you then have to spend what's left on the drivers. Despite car design changes by the FIA changing the design rules, the teams at the top will always be those that are best funded and have the best resources. These are currently Ferrari, Red Bull & Mercedes. Pre-season testing showed that at the start of the season it was Ferrari & Red Bull who were the quickest and Mercedes had issues with the design of their car. It was then a matter of time as to how long it would take Mercedes to catch up, which surprisingly they didn't do until the very end of the season. Ferrari started off with the fastest car but, as they always seem to do, went backwards and made poor strategy decisions throughout the season.

As the cost of each driver, chassis & engine is based on their performance the previous season this meant that the 2 Ferrari drivers in Leclerc & Sainz were something of a bargain. By choosing the Ferrari drivers, a seemingly perfect situation was available where you could choose the best chassis & engine and the drivers in the fastest car at the start of the season. As we saw, Red Bull & Max Verstappen went on to dominate the season from around a third of the season onwards, but Ferrari remained there or thereabouts to pick up good points at every race. Whether the same opportunity will present itself in 2023 remains to be seen but, depending on the cost and pre-season performances, Mercedes will be worth keeping an eye on.

Ralph's Team of Donkeys

Oh Dear, Oh Dear, where do I start? If you are a regular reader of this column over the years you will know that I have given Ralph consistent "encouragement" over his



choices of drivers, chassis & engine over the years, and 2022 has been no exception. Whilst it is all very nostalgic to go for British drivers in Norris & Russell, they were never going to be at the top of the standings at the end of the season. To add to a bad start Ralph then chooses 2 mid field teams (at best) in Alpine & Aston Martin, his only saving grace being the Ferrari engine. But 1 out of 5 decent selections was never going to cut it. It does however make these articles more interesting and for entertaining conversations when we meet up. All joking aside, this season has demonstrated how important your selections are as Ralph ended up with 932 Points, less than half of the winning scores. It does however make a for some interesting snippets when the Donkey has their "day in the sun" from years gone by.

We are not however racing in years gone by and, as you will have seen from my last article, the way F1 is being run by both the FIA & Liberty Media leaves much to be desired as racing entertainment. It is now all about the \$Billions in revenue with scandal hitting the headlines generating column inches. What should be the pinnacle of Motorsport where races are won & lost on the track is sadly now more like a soap opera than Premier Motor Racing.

**Ken Robson**

## ***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>

## From The Club Archive



'62 Driving Test Mike Manning, Skoda Octavia



'71 Cross Trophy Steve Dear, MG PB 'Cream Cracker'



'84 Club Night Nic Mann 500hp Minor V8 Turbo



'93 Track Day M Baker / P Goodman, Sierra Cosworth

I've now added a further 100+ early 1990s archive photos to the Club's Smugmug galleries, mainly of trials and autotests :- <https://gallery.bristolpegasus.com/>

Many of those featured are still club members, including several current committee members, plus some others who've not been seen for a while such as Paul Draper, Howard Johnston and Jim McLean.

If anyone has any other pictures of club events they'd like added please let me know. It would be particularly good if anyone has any from the club's first Castle Combe track day in 1983; at least eight of those who took part are still club members.

**Pete Stowe**

[pete.stowe@bristolpegasus.com](mailto:pete.stowe@bristolpegasus.com)

# **Next CLUB NIGHT !**

**Mon 13th February 19:30 BAWA Club Night**

**An Evening With Chris Dawes**



**Chris Dawes has been spectating at Castle Combe since he was 5 years old and in 2012 applied for the role of Castle Combe, at the insistence of his wife.**

**Since then Chris's humorous and entertaining commentaries have been heard at Oulton and Donington Parks and at a wide variety of motorsport events across Europe and on TV.**

**Along the way Chris has befriended many motorsport personalities and the evening is sure to be full of entertaining behind the scenes stories and anecdotes.**

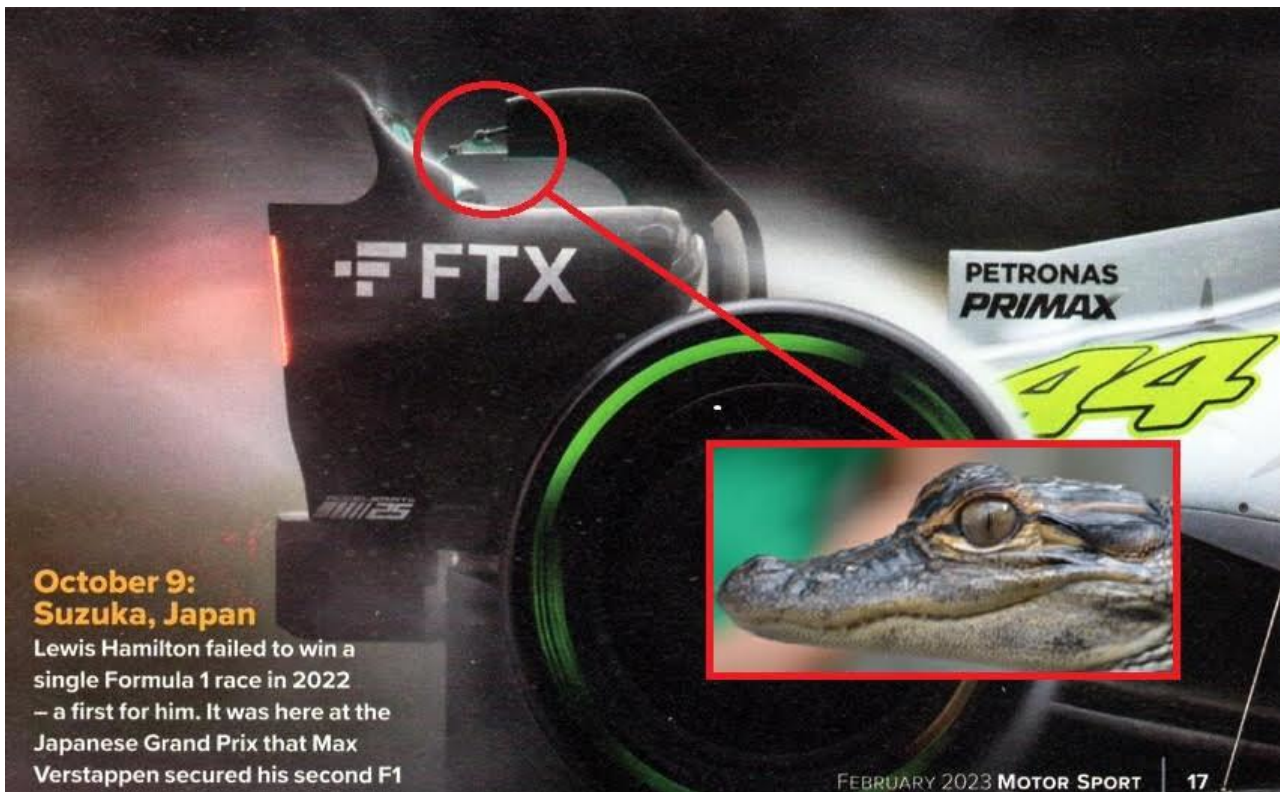
**Entry Free !**



## 2023 Events Calendar

|                       |                                    |                 |
|-----------------------|------------------------------------|-----------------|
| Monday 13th February  | Club Meeting with Chris Dawes      | BAWA            |
| Monday 13th March     | Sim Night Club Meeting             | BAWA            |
| Sunday 26th March     | Breakfast Meet                     | Forest Dean Rwy |
| Sunday 23rd April     | Prod Car Trial                     | Dundry          |
| Sunday 30th April     | Breakfast Meet                     | Forest Dean Rwy |
| Saturday 20th May     | Redline Sports Cars Breakfast Meet | Westbury Wilts  |
| Sunday 28th May       | Breakfast Meet                     | Forest Deam Rwy |
| Sunday 4th June       | The ACE Classic                    | TBA             |
| Saturday 19th August  | Trackday                           | Castle Combe    |
| Saturday 21st October | Pegasus Sprint                     | Castle Combe    |

## Backfire



Sirs,

Whilst sitting quietly in front of a single bar electric fire trying to find something to be cheerful about I picked up my monthly MotorSport magazine. I had to do a double take of the picture at the bottom of page 17. It is not April 1<sup>st</sup> yet.....I am therefore going to claim the prize for spotting the cause of Mercedes' problems in 2022; it has nothing to do with porpoises, if you enlarge the circled area in the photo attached it is clear that baby crocodiles are being used to enhance car performance, but is it legal? I think we should be told.

Martin Emsley, Bristol