

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Philip Turner, 1st O/A Brightside Christmas Autosolo**  
**Photo Andy Moss**



**January 2020**

# **Contents**

**Nicks Natter**

**Editorial**

**2020 Events**

**Christmas Autosolo**

**It's an uphill struggle**

**Pegasus Club Merchandise**

**Automated Membership System**

**Haynes International Motor Museum Breakfast Club**

**A German Road Trip**

**Andy's Bits**

**2020 Calendar**

**Backfire**

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

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

## Nick's Natter



Happy New Year Everyone

Welcome to my first article as Chairman. I would like to thank Bob Bull for his past chairmanship and to thank you all for electing me. I am very proud to be chosen as the new chairman and intend to give my best to the club.

Many of you will know me and my past role as Social Secretary. We have a busy year ahead of us. This year is our 75th anniversary and we intend to celebrate it in style. Mark the date Saturday 22nd August in your calendars it will be a good day and evening of celebrations.

We would like to try and vary the type of events we currently do. If anyone has any suggestions or something they'd like to do please get in touch.

I will still be hosting the Breakfast Meet at Sparky's on the last Sunday of the month, starting in February. Please come along and bring your car, any make, type or style is welcome.

I hope to see some of you at our Meal and Awards in the George. It promises to be a good evening.

That's all for now until next month.....



Our new chairman Nick, yellow vest on the left, briefs competitors prior to the Christmas Autosolo at Brightside.



## Editorial

I know it is traditional for years to run out with a whimper but last month was as crazy with diesel and petrol fueled adrenaline as any I can remember. On top of 4000 odd usual diesel fueled miles of ambulancing I managed a thousand mile trip round Germany, 330 miles of the North Coast 500, plus the 1000 miles there and back, and I took Madge out for her 1st autosolo see Andy's pic below.

No wonder I fall asleep most nights with a sensation that I am moving, you can read more about my German road trip within, results and pics of the Christmas autosolo appear courtesy Ben Bishop and Scott at Jack Flash Photography.

In this issue Ken Robson has kindly surmised the machinations of the 2019 Formula One season and our Fantasy Formula One championship while Phil 'The Speed' Jones recalls some interesting experiences with a Hyundai, taxis and a trip to Goodwood last summer.

Looking forwards our 75th Anniversary year kicks off with our Awards dinner at the George Aylburton on the 25th contact our new chairman Nick to book a place. Our first club night will be on Monday February 10th at the BAWA.

If you have any photo's and or stories from the clubs 75 year history you would like to share please do not hesitate to send them in.

Thanks to Nick Wood, Andy Moss, Ken Robson and Phil the Speed Jones and Richard Reynolds for their invaluable contributions in getting this issue out to you.

Wishing you all a safe month's motoring



**Ralph Colmar**

PS Forgot to mention report of the evening with Steve Cropley and pics of the December Breakfast Club meeting at Haynes International Motor Museum are also to be found in this issue !

## Events Calendar

### 2019 Awards Dinner - Saturday 25th January



For our 2019 Awards ceremony we are having a carvery meal at The George, Aylburton on Saturday 25th Jan 2020 at 1900hrs.

If you would like to attend, please contact Social Secretary Nick Wood. Limited tickets will be sold, first come first served, to help cover the cost of the meal.

Rooms are available at the lodge. Venue details <http://millingbrooklodge.com>

### Club Night - Monday 10th February

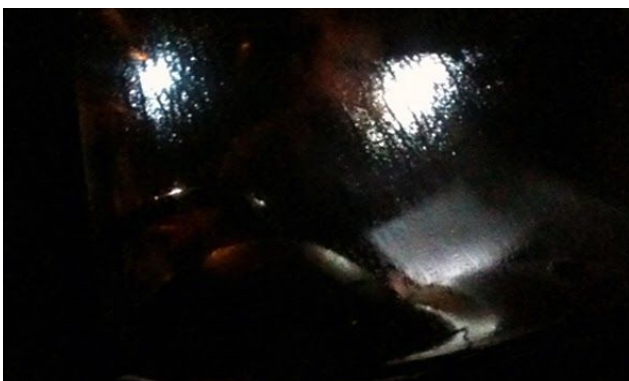
Our February club night features a visit from ex Touring Car Driver and Castle Combe instructor Dave Da Costa. Dave is well known to us from our Castle Combe Track Day where his driver's briefings are always excellent fun.

Keen for more entertainment, we have been trying to line Dave up as a speaker for a while and we are thrilled he is coming to visit us.

This is sure to be a great evening.



### Navigation Exercise - Friday 21st February



The February Navigation Exercise has become a traditional early new year event and for 2020 it will be held on Friday the 21st February. More details in next months issue.

Ben Bishop, the organiser, will be pleased to help should you require further assistance. [bbbishop132@hotmail.com](mailto:bbbishop132@hotmail.com)

## Invitations

### Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

February 4th Stuart Turner and Philip Ambrose On rallying, March 3th Kevin Whittle On Lotus Formula Ford racing cars, April 7th Oliver Winterbottom On design, May 5th Roger Putnam On Lotus, Ford, and ITM, June 2nd Christabel Carlisle On racing and rallying, July 7th Mike Kimberley and Warren King Lotus and more, August 4th Brian Angus On Lotus engineering, September 1st Brian Arculus Fifteen years of racing a Lotus Elite, October 6th Richard Heseltine Motoring Journalist, November 3rd Stuart Graham Racing on two wheels & four, plus Goodwood, December 1st Peter Lucas on Lotus Components and here there and everywhere.

Venue: [The Bull Inn, Hinton](#); SN14 8HG, adjacent to Junction 18 of the M4.

## STOP PRESS

### Phil Harris

'I am writing with sad news that Phil Harris, my Father-in-Law and club committee member (around 2003 - 2013) passed away on December 27th 2019 aged 76.

I know that Phil enjoyed his time at the club and continued to be interested in cars and motor-sport.

While the club brought together Rolls Royce and British Aerospace, I'm not fully sure with Phil's 40 odd years at Rolls Royce and contacts who may be interested in this news. However, please do use my contact details for anyone who you may think wishes to get in touch.'

Tony Smith

The committee on behalf of the club send Phil's family and friends our sincerest condolences for the loss of a fondly remembered club member. Along with Tony, Phil made our Castle Combe Track Day happen for many years, and made a big contribution to the club committee.

Any one wishing to get in touch with Tony electronically please mark e-mails 'Phil Harris' to me [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) and I will forward them on your behalf.

## Club Night Venue

**Our regular venue is -  
BAWA Leisure Centre**

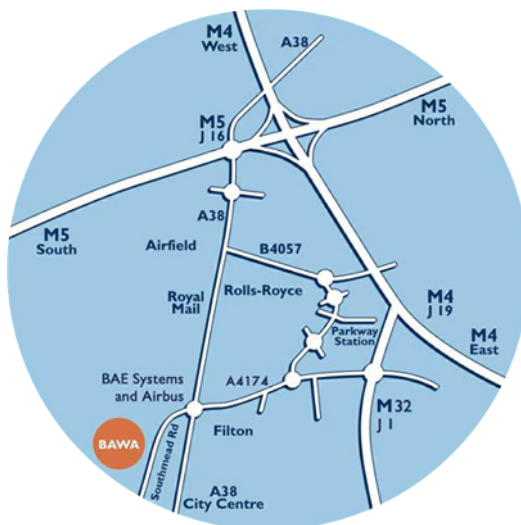
**589 Southmead Road, Filton, Bristol, BS34 7RG**



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 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



**Note : Next BPMC meeting at BAWA is on Monday 10th of February arrive in time to get your drinks before 8pm. There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club.**



## An Evening With Steve Cropley

Australian Journalist Steve Cropley kindly came and shared some of his stories with us on the evening of our AGM.

He began with a potted history of Autocar which was founded by Henry Sturmley at a time when there were less than 50 cars on the road with the first weekley issue comprising 8 pages printed on two sheets of A4. Today the magazines circulation is around a ¼ of the 120,000 circulation reached in its hay day but remains viable thanks to it's digital edition and it's website which penetrate all the worlds car markets.

Steve observed that whenever he interviews anyone his interviewee is always interested to know when the hard copy will be published even though the interview will often appear on the website the following day !

His career got off the ground in the Broken Hill mining town where he used to copy down the stock and share prices off the radio and sent them into the local paper the Barrier Daily Truth while still a child. Steve's enthusiasm for motoring started when his uncle sent him motoring magazines, every two weeks he would wait for the truck carrying them to Broken Hill to arrive.

He won an engineering scholarship to Adelaide but found it dull and spent the money on an MG which he drove on hill climbs until the money ran out.

From there he landed a job as a cadet journalist his stocks and shares experience saw him placed in financial news which brought him into contact with another stocks and shares enthusiast Don Bradman who acted as his mentor. Steve says that in all the years he knew cricketing legend Don he never once spoke about his sporting exploits.

In between jobs Steve got involved in mining when he responded to an ad for a journalist with Wheels magazine 1000 miles away in Melbourne, in his hand written application he apologised that there was no typewriter with in 100 miles !

Soon after he got a call, on the communities only phone, inviting him to an interview he explained that his fin tail Mercedes was off the road but was told to make his way as quick as he could. Ten days later he arrived in Melbourne and was invited to start immediately.

Five years later while on holiday in the UK Steve landed his next job with fellow Australians at Car magazine he describes how arriving in the UK with only the clothes on his back and a pull over he was again immediately set to work and at the end of his first day was sent to Sweden for the launch of the SAAB 900, he found himself sharing a car in deep snow and ice with Sue Barker and another journalist wondering if he had travelled 10,000 miles to meet his death.

Asked about Bristol Cars Steve summed up Tony Crooks attitude with a visit to the Bristol Car Show rooms in Kensington where Tony Crook was entertaining regular



visitor Stirling Moss, while all three of them were chatting a tourist walked in and said how surprised he was to find the Bristol Cars showroom to which Tony Crook replied 'well don't tell anyone'.

Steve became friends with both Sir Stirling and Tony the later keeping the last helmet he wore in a race with the tyre marks showing where Stirling had narrowly avoided running over his head !

In 1989 he founded Buying Cars a title bought by Haymarket two years later, part of the deal included Steve landing the role of Group Editor in which he has worked ever since.

Among the more memorable was a journey's Steve has made was one from London to Geneva in a Ford Model T with Ford CEO and fellow Australian Jack Nasser. Not wishing to see their CEO stranded Ford sent a Galaxy support vehicle just incase. The Model T behaved impeccably but someone left an interior light on overnight in the Galaxy which meant it required a jump start from the Model T in the morning !

Steve owned a Lotus Cortina for a short while but was disappointed describing it as just an old Ford. He has competed in production trials with Gavin Green in a Skoda Estelle, initially using plywood for a skid plate before switching to more durable diamond plate steel.

He arrived in an i-Pace strongly recommends everyone try a Leaf before passing judgement on electric cars, he recognises the change to electric will be gradual and that hydrogen fuel cell vehicles could be part of the long term mix. There is a possibility of repurposing existing gas infrastructure turned over from natural gas to hydrogen produced using off peak electricity from wind farms.

We would like to thank Steve for coming and hope to see him and his family competing in an MX5 on an Autosolo in the not too distant future.



Steve Copley and acting Chairman Bob Bull

## Christmas Autosolo

23 entrants convened in the Brightside Car Park for our now traditional Christmas Auto Solo / Auto Test, entries were boosted by several new faces from the Ross Motor Club.

After the briefing by new club Chairman Nick Wood the event ran smoothly in ever drying conditions. Not for the first time Philip Turner took a well deserved overall win in his £900 Puma from Oliver Jenkins in his Mk3 MX5.

A good time was had by all with Barry Pavey providing his usual tyre smokin' entertainment in his Mk2 Escort. Thanks to everyone involved including Bob Bull who found the venue and co ordinates with venue owners Brightside. Ben Bishops results appear below.

	Comp No.	Name	Car	Class	Total	
1	1	Philip Turner	Puma	B	161.69	1ST OVERALL, 1ST IN CLASS
2	16	Oliver Jenkins	MX5	D	162.32	1ST IN CLASS
3	22	Luke Benson	Cooper S	C	168.89	1ST IN CLASS
4	24	Andrew Bridgewater	Polo	B	169.35	2ND IN CLASS
5	20	James Thompson	MX5	Test D	170.7	1ST IN CLASS
6	21	William Thompson	MX5	Test D	171.21	2ND IN CLASS
7	12	Dec Dempsey	MX5	D	171.39	2ND IN CLASS
8	11	Stuart Grieve	Clio	Test B	171.8	1ST IN CLASS
9	10	Paul Brennam	Clio	Test B	174.13	2ND IN CLASS
10	18	William Tindal	Polo	Test A	178.94	1ST IN CLASS
11	7	Steve Major	ZR	B	179.07	3RD IN CLASS
12	26	L MEEK	Saxo	B	179.22	4TH IN CLASS
13	13	John Hollins	Cooper S	C	179.44	2ND IN CLASS
14	23	Barry Bridgewater	Polo	B	180.06	5TH IN CLASS
15	4	Barry Pavey	Escort	A	180.82	1ST IN CLASS
16	6	Ralph Colmar	MX5	D	186.34	3RD IN CLASS
17	14	Henry Guy	Cortina	Test B	186.47	3RD IN CLASS
18	25	Philip Bridgewater	MX5	D	187.07	4TH IN CLASS
19	19	Haydn Tindal	Polo	Test A	193.8	2ND IN CLASS
20	17	Richard Barker	City Coupe	A	205.57	2ND IN CLASS
21	8	Michael Hunt	STI	C	212.34	3RD IN CLASS
22	2	Grant Victory	Saxo	Test	DNS	
23	5	Shawn West	MX5	D	DNS	
24	15	Richard Major	ZR	B	DNS	
25	9	Andy Moss	Roadster	D	DNF	
26	3	Sam Pavey	TR7	C	DNF	

Compiled by Ben Bishop





Stuart Grieve / Paul Brennam - Clio



Andrew Bridgewater / Barry Bridgewater - Polo



Andrew Tindall / Haydn Tindall - Polo



Ralph Colmar - Madge



Michael Hunt - STI



Henry Guy - MkIII Cortina



Barry Pavey - MkII Escort



Paddock

More photos from Scott Boulton at :-

[https://www.facebook.com/pg/JackFlashPhoto/photos/?tab=album&album\\_id=2685151934896308&ref=page\\_internal](https://www.facebook.com/pg/JackFlashPhoto/photos/?tab=album&album_id=2685151934896308&ref=page_internal)



# Christmas Autosolo



James Thompson - MX5



L Meek - Saxo



Oliver Jenkins - MX5



Sam Pavey - TR7



Andy Moss - Marlin



Dec Dempsey - MX5



John Hollins - Mini Cooper S



Steve Major / Richard Major - ZR

Andy Moss



## It's an uphill struggle

### That'll come in very Hyundai...

What is it about travel? I spent my first years going nowhere further than the next town on the local bus and then, for the last 30, have not stopped travelling. The Netherlands is a familiar trip and it's like getting up and putting your strides on. You don't think about it. Except when it all goes pear shaped.



What's this got to do with a Hyundai? Well they have not really been my thing, but, one turned out to be my saviour.

#### ***A racy little i10 in – to be fair – a very nice blue***

On the 2 hour train journey back to Schiphol Airport one Wednesday, in comes a mail saying..."Phil, there is chaos ahead at Schiphol, I think you have some problems..."

Apparently, an airport refuelling rig was deemed 'malfunctioning' which led to them taking the others down as a precaution. So no planes could be refuelled. Which meant they could not leave, which meant the incoming ones had nowhere to park, so they got cancelled too.

There was indeed chaos. I could see at least 500 people queuing for the transfer desk, which generally means cancelled flights. My flight was fine until it wasn't. Cancelled at 9:15pm. KLM could not re book me on a next morning flight nor could they help me with a hotel. Their advice was "try our social media – you will get a quicker answer".

"Social bloody media" I replied..."do I look like someone who knows how to use social media?" It was desperate there, with 1000s of displaced passengers and air con that could not cope with 38 degrees outside.

After half an hour on the phone to the travel agent, I took 'my best option' and jumped on the last train to Brussels Airport...the previous 3 having been cancelled. And then a gormless 'gentleman' came along and put his Starbucks latte down on the seat next to me while he stowed his luggage. Down he sat – on the Latte – and boom, it exploded like a frothy bomb. My patience had long since departed, so some very choice terms came out in a loud, rude, Welsh farming town style rant. Still, it worked and he shuffled off somewhere else muttering that I was 'not a very nice man'. Well we already know that.

Having rung Brussels Airport Holiday Inn 5 times and finally got through, I managed to confirm my late arrival and set up a courtesy bus to pick me up. Of course once on the bus stand there was no bus to be seen and a further 30 mins of calling only

got me a customer service centre in the US. “I want you to confirm that this &+\$\$@ bus is coming – you are only 7 mins away!” “Hold on Sir, yes I confirm it will be with you in 40 mins”....

I ended up sharing a taxi with an Irish guy in the same predicament – usual black Merc E220d driven by a lunatic in sunglasses ...at 1am. Of course he was not happy about such a short trip and starting whining like a spoiled kid.

This brought me in mind of a trip to Istanbul, many moons ago, ironically also to a Holiday Inn at the airport. That driver was also not happy and, when we got to the hotel, he turned round in his seat and spat at me. Once out the car, ‘dragged up Jonesy’ sprang into action, grabbed him by the neck and, with him awkwardly bent over backwards across the boot of his Tofas Murat (Fiat 131), I proceeded to thump the back of his head against the rear window. As you do.



“Don’t you ever (thump), ever (thump), ever (thump)”... You get the drift. Fortunately, the nice concierge came out and rescued him before he passed out.

“Ah, Mr Jones, welcome to Istanbul. Let me take care of this for you, please go inside”. Very elegantly done I have to admit. Not only did I escape GBH charges but also an Earthquake – they had one the following week.

Anyway, back in Brussels, onto a BA flight to Heathrow, to collect the Hyundai i10 rental car, to drive it to Bristol Airport, to collect my Lotus from the car park.

While filling it up at the Shell garage, near Bristol Airport, I bumped into Duncan Pittaway – immediately feeling the need to explain why I was in a blue Hyundai i10. I will admit it’s not as bad as I had expected. It cruised at ‘ho-hum’ mph – downhill anyway - and its little triple was quite refined considering the pace we were going at.

Not one on my list to buy, but it’s gone up in my estimation. I can see why people like them.

All the effort to get home was worthwhile, though, as we set off, in the Wing Commander, to Silverstone for the Classic. Mostly decent weather, great racing and superb cars in the fields. It was magic. You can just see the Wing Commander at the far end of this row.







***GTR Heritage had a great display – look at those JDM arches and mirrors.***

With fabulous F1s, F2s and F3s, there was plenty to love, but my heart was stolen by a Cologne Capri – a Ric Wood car being run by the Dutch crew of David and Oliver Hart. Best sounding car of the weekend.



***Cosworth GAA - so gorgeous it was almost upsetting...***

That touring car race was dominated by a (Michael Lyons) Sierra Cosworth. I don't see them out so often these days and it's easy to forget just how violently quick they are.

Down at 'The Wing' on the Friday, before all the crowds came, we were lucky enough to see the ex-Williams Iso Marlboro race transporter. Clearly the bulk of the team's aerodynamics effort had been spent on the car rather than the transporter. what a piece of history.

It's a terrific weekend. As soon as the dates for 2020 were published, we were in there like a rat up a drainpipe.

***Jones the Speed***



# ***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.

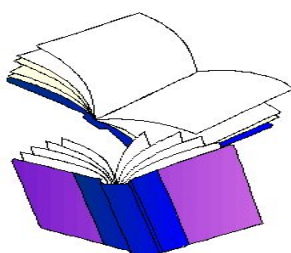
## **BPMC polo or sweatshirts**

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**



## Fantasy Formula 1 – Final Report

So the chequered flag has fallen on both the FI season and the BPMC Fantasy Formula 1 season. As expected Lewis Hamilton sealed his 6<sup>th</sup> F1 Championship lifting him 1 clear of the great Juan Manuel Fangio and 1 behind the all time record of Michael Schumacher. Will it be 7 to equal Schumacher next year? We will have to wait and see but given his driving this year and the excellence of the Mercedes F1 team he is certainly in with a good chance.

Much more importantly, what of the BPMC Fantasy F1 Championship I hear you cry! Well the final podium standings are: -

- |                 |             |
|-----------------|-------------|
| 1. Ken Robson   | 1187 points |
| 2. Simon Moss   | 1116 points |
| 3. Katie Davies | 1085 points |

### Notable others

32. Ralph Colmar 501 points

After a blistering start to the season by Katie Davies, aided by consistent 1-2's by the Mercedes team in the first half of the season. The comeback by the other teams in the second half of the season made all the difference and brought Simon Moss & myself back into play. If having a hat trick of wins in the BPMC Fantasy F1 Championship made me half as good as Lewis I'd look forward to the £20million salary next year rather than the £40million Lewis is on. I am sure that Jones the Speed can give me plenty of interesting ideas on how to spend it.

Having given all my secrets away when I wrote "Fantasy F1 – What's the Secret?" in Backfire earlier in the year, I expect a much closer battle in the 2020 Fantasy F1 Championship. If nothing else, please ensure you spend all the money to give yourself a fighting chance. Don't put it under the mattress hoping that bonus points for being under budget will save the day because they won't.

So with the season over, the teams focus turns to their 2020 cars, the drivers sun themselves on their luxury yachts and the BPMC entrants work hard over the winter to prepare themselves for next year. As an added incentive, next year there will be a new BPMC Fantasy FI Trophy to be awarded to the winner of this prestigious championship.

Below is the summary of the season from BBC Sport, who put it far better than I can. All that remains to be said is that I wish you all a Very Merry Christmas & a Happy New year for 2020. And for goodness sake, someone show Ralph Colmar how to spend free money!!!

Lewis Hamilton ended 2019 with a dominant victory in the Abu Dhabi Grand Prix, a fitting end to possibly the most impressive season of his career.

The Mercedes driver has won 11 races - just over half - and has had a lock on his sixth championship since the early summer. But the predictability of Hamilton's

confirmation as king of F1 yet again was a stark contrast from the often vivid and compelling on-track action of the individual races.

The impression given by the results that Mercedes have had everything their own way was belied by the reality of some intensely competitive action throughout the season, as new stars emerged, and fast-paced narratives aplenty kept interest high.

As F1 2019 disappears into the rear-view mirror, it seems timely to look back on the moments that made the season, and try to put it all into some kind of perspective, with a bite-size review of the year.

- Hamilton takes dominate season finale win in Abu Dhabi
- What was voted the best moment of the season?
- Hamilton refuses to confirm or deny Ferrari meeting

## **Driver of the year**

Lewis Hamilton won 11 races, produced a series of superb performances and made winning the championship look a lot easier than it really was. But he so nearly didn't win this.

Had this article been written at half-distance, Max Verstappen would have got it. The Dutchman has been absolutely outstanding this year, carrying on the rich vein of form he found from Canada in 2018. But Hamilton just edges him.

For Verstappen, there are still a few too many rough edges. He made mistakes at the start in Belgium and Italy, and the combination of foolhardiness and thoughtlessness that cost him pole - and victory - in Mexico because he did not lift for yellow flags in qualifying almost rules him out on its own.

On top of that, after a slow-ish - for him - start over the first four races, Hamilton put his foot on the throat of the season and never let it off. And he was outstanding in so many races - Bahrain, Canada, France, Silverstone, Hungary, Belgium, Mexico and Austin were all terrific drives.

Lewis made a couple of mistakes in Germany, and misjudged a passing move in Brazil, but he is still the gold standard, but Verstappen this year was very close.

## **Best drive**

A lot of contenders for this one. Charles Leclerc was brilliant in Bahrain, as dominant a performance as anyone produced all year in only his second race for Ferrari - and it was a terrible injustice that he lost that win to an engine wiring problem. He was also ice-cool under pressure in both Belgium and Italy, although he gets a black mark for pushing Hamilton wide in Monza.

Verstappen won three races, all of them top-drawer in their own way - his cool control in the wet in Germany when so many others were losing their cars and their heads; his relentless charge through to victory when he came alive late in the race

in Austria was awesome; Brazil was a great display of racing and race-craft in the best car on the day.

But Hamilton's victory in Hungary was perhaps the best by the world champion. Tracking Verstappen for so long, almost pulling off what would have been the overtake of the season around the outside of Turn Four, and then closing 20 seconds in as many laps after a late pit stop to pass the Red Bull for the win.

### **Best race**

A toss-up between Brazil and Germany. Hockenheim was amazing, with so many incidents and twists and turns - the drag strip skating rink at the final two corners that caught out Hamilton, Leclerc and Nico Hulkenberg, a comedy pit stop from Mercedes, Vettel climbing from the back to second and Daniil Kvyat taking an unlikely podium for Toro Rosso.

But Brazil edged it for drama with passes for the lead, great overtakes, safety cars, the two Ferraris colliding, brilliant drives (Carlos Sainz third from the back of the grid - wow) and a fairytale second place for Pierre Gasly.

In fact, there were many great races - six in a row from Austria to Italy. And Mexico and Austin were pretty damn good, too.

### **Best fight**

No contest - it has to be Leclerc v Verstappen at Silverstone. It was utterly epic. Verstappen tried everything, and Leclerc - still angry at the way he had been barged out of victory in Austria a week before - defended as if his life depended on it, and took things right to the edge in doing so.

There was one moment - when Verstappen was actually in front going into Stowe, only for Leclerc to shoot back ahead as they entered the corner - that you can't quite believe happened no matter how many times you watch it. There's no bigger compliment than to say that it was reminiscent of the famous scrap between Gilles Villeneuve and Rene Arnoux at Dijon in 1979, except it went on for 20-odd laps, not three.

### **Best lap**

Leclerc has been pole position king this year, so this has to be one of his seven pole positions, right? The best of them was surely Belgium, where he was a gob-smacking 0.748 seconds quicker than team-mate Sebastian Vettel.

Not so fast, though. Ferrari team boss Mattia Binotto thought the best lap by a Ferrari driver all year was Vettel's pole in Japan.

Binotto admitted it was "difficult" to say it was better than Leclerc's at Spa. But after some thought he stuck to his guns. It was a "perfect lap," he said - and when you watch the onboard footage, he's not wrong, it was also "unexpected".

It came after a run of nine races in which Leclerc had out-qualified the German and in the midst of the huge pressure that was putting on Vettel. And Binotto paid Leclerc a huge compliment, too, with a statement that says a lot more about the situation at Ferrari than just the words themselves: "For him to beat Charles in qualifying means it was a special lap." So Vettel in Japan it is.

Honorary mention, too, for Hamilton's performances in splitting the Ferraris in Singapore and Russia, in both of which he was more than 0.6 seconds clear of team-mate Valtteri Bottas.

### **Best driver outside the top three teams**

Carlos Sainz had a brilliant first season at McLaren. Team-mate Lando Norris edged him in qualifying in the first half of the year, but the Spaniard generally owned the second half of the season and has raced with maturity, cool and controlled aggression all year.

The highlight of a number of superb drives was climbing from last to third - once Hamilton was penalised - in Brazil. It's just a shame he did not get to enjoy the podium for real. Even Fernando Alonso - the man he replaced - would have been proud of that one, and that's really saying something.

### **Biggest controversy**

Has to be the crash between the two Ferrari drivers in Brazil. It had been coming for a while, but still the shock/disbelief of it was huge. How Ferrari handle them is going to be one of the big stories of 2020.

### **Worst mistake**

For the second year, Vettel gets this. In fact, he wins gold, silver and bronze.

In third place, Canada, where he went off under pressure from Hamilton, and then rejoined in a manner that was adjudged to be dangerous, earning a five-second penalty that cost him victory. The penalty was controversial but he would not have got it if he hadn't made the mistake in the first place.

The silver medal is for ramming Verstappen up the back at Silverstone when completely misjudging an attempt to re-pass the Dutchman at Vale.

Gold medal - and worst by far - was for Monza. It was bad enough that he spun on his own at Ascari, a completely unforced error. But to then rejoin and collide with Lance Stroll's Racing Point was a misjudgement that would have been embarrassing for a pay-driver rookie, let alone a four-time world champion.

There is the collision he caused with Leclerc in Brazil to throw into the mix, too. Leclerc also made a clanger - costing himself a potential win in Baku by crashing in qualifying. "Stupid," he scolded himself, and it was, even if Ferrari didn't help by sending him out on medium tyres for that run.



## Overtake of the year

There have been some stunners this year - Leclerc pulled off two crackers in Monaco, on Norris into Loews and on Haas' Romain Grosjean at Rascasse, before getting over-ambitious and coming to grief when he tried the Grosjean one again on Renault's Nico Hulkenberg.

On the first lap of Monaco, Sainz went side by side with Alexander Albon through Sainte Devote, out-dragged him up the hill and then did Daniil Kvyat around the outside of Massenet. That was pretty special, as was Leclerc's move around the outside of Pierre Gasly at Village during the British Grand Prix.

But the winner is Alexander Albon for his cut-back on Daniel Ricciardo out of Rivage at Spa and then passing the Renault around the outside of the fast downhill left-hander that follows, in his first race for Red Bull. No-one overtakes there. But Albon did.

## Rookie of the year

This is such a tough one, because Albon, Norris and Williams' George Russell have all been excellent in their own ways.

Albon's highs have been spectacularly good. His drive in the wet at Hockenheim was one of the performances of the year - he had the Toro Rosso up in fourth place on merit and he was racing with Hamilton's Mercedes. It was an injustice that team-mate Kvyat was the Toro Rosso driver who ended up on the podium thanks to a lucky late stop for slicks, when Albon had outclassed him all day.

Albon's qualifying lap in Japan, matching Verstappen to the thousandth of a second on his first visit to Suzuka, was equally superb. But overall he has been too far off Verstappen since joining Red Bull.

Russell has blitzed Robert Kubica at Williams, overshadowing the Pole's comeback after eight years out, out-qualifying him at every race by nearly 0.6secs a lap on average and proving way quicker in the races, too. There were a handful of races when Russell hauled the Williams into the back of the midfield.

But it's hard to judge Russell because Kubica's level is an unknown - he appeared a shadow of the driver he once was - and the Williams was too slow, so he rarely had any competition against which to measure himself.

On balance, then Norris edges it. He, too, has been fantastic. McLaren's internal data of absolute pace across race and qualifying shows there is almost nothing to choose between him and Sainz on pure speed - they are separated by tiny fractions on average. And Sainz is a tough team-mate. Norris was comfortably behind Sainz in the championship but his race results would look better were it not for some poor reliability.

All three appear to have bright futures ahead of them.

## **Best chassis**

Over the season, the Mercedes was demonstrably the best car, as 15 wins and an average qualifying advantage of 0.116secs over Ferrari and 0.388secs over Red Bull attest, even if some of the victories were Hamilton wins rather than Mercedes ones, and some were handed to them on a plate by Ferrari.

But by the end of the year the impression was that Red Bull had caught them up.

## **Best engine**

Ferrari clearly had the most powerful engine all year. Their advantage from Spa to Japan got tongues wagging, and provoked rivals into fishing for what might be going on, which led to some technical clarifications from the FIA.

Mercedes and Red Bull saw a reduction in Ferrari's straight-line speed advantage after that and overall competitiveness - although Ferrari said that was down to them running more downforce at the races in question and that nothing had been changed in their engine. But even then their power-unit was still the best; it was just a question of by how much.

## **Lowest point**

Two of these - F1 lost two of its greatest figures in the course of 2019, with the deaths of triple world champion Niki Lauda and FIA F1 director Charlie Whiting. The loss of Whiting, on the eve of the season-opening race in Australia, was a devastating blow to many in the sport.

Whiting, 66, was a monumental character, steeped in F1, the go-to man on all matters to do with the rules, and yet one of the most popular people in the paddock. He was checking out improvements to the track on Wednesday evening in Melbourne, chatting to Vettel, but suffered an embolism overnight, and the sport lost an unsung hero.

Lauda - F1 great, pilot, businessman, Mercedes non-executive director, TV pundit - succumbed to lung problems before the Monaco Grand Prix. Niki was a uniquely heroic figure, and F1 is unlikely to see the likes of him again.

## **Biggest progress**

McLaren were unrecognisable from the team that finished 2018 with the second slowest car in the field. After blaming Honda engines for their poor performance for three years, the belated realisation of how far they had fallen, following their switch to Renault engines, precipitated a major restructuring at the team.

Great work was done through the last months of 2018 on the new car and they hit the ground running in 2019 and never looked back. The arrival of impressive new team boss Andreas Seidl in May increased the momentum.

The driver line-up of Carlos Sainz and Lando Norris is young and impressive and there is a lightness and purpose about McLaren on the road to recovery.

## Biggest panic

Easy. Mercedes' 56-second pit stop with Hamilton in Germany, as they ran around like Laurel and Hardy, wearing their 1950s replica uniforms, celebrating 100 years of Mercedes in motorsport, trying to change his front wing and tyres.

## Worst race

France - F1 got a lot of stick in the first part of the year because of Mercedes' dominance, even if the individual races were not too bad and it was nowhere near as one-sided as the results made it look.

Had Ferrari delivered on their potential, it should have been four wins to Mercedes and three to Ferrari after Canada, and then there would have been no talk of domination as the teams arrived at the Paul Ricard Circuit. Either way, whether it came after seven consecutive Mercedes wins or not, France was as dire, as it had been in 2018, when Paul Ricard made its return.

Almost totally uneventful, apart from a bit of scrapping for the minor points places, Hamilton miles clear of Bottas, on a track whose layout is demarcated solely by paint. As the birthplace of grand prix racing, France deserves a place on the F1 calendar. But it and the sport deserve better than Ricard.

**Ken Robson**

## Automated Membership System

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

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

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.**



# Haynes International Motor Museum Breakfast Club



'85 AC 3000ME



Aston Martin DB11



'81 DMC DeLorean



'85 Ford Sierra XR4i



'70 Lotus Elan +2



'64 MG B



'75 Reliant Scimitar SE5A



'69 Triumph GT6



## A German Road Trip

A couple of weeks ago an acquaintance Phil told me he had to take a break for a week to use up his holiday allowance before the end of the year. I enquired where he was going and he told me he was thinking of going to Germany because he had never been before but that he didn't speak German.

Phil accepted my offer to accompany him in the role of translator and guide, originally we had thought of driving down to Mulhouse, up through the black forest and then along the Mosel. Unfortunately Europe is now awash with ULEZ zones which meant taking any of the vehicles available to us was not really practical so we flew from Birmingham to Dusseldorf and hired a car.

Realising there was little difference in the cost of hiring a Fiesta or a Mondeo we opted to become Mondeo men for the week... until we got to Dusseldorf and were offered a C180 for a poultry sum more.



During our evening drive along the A40 from Dusseldorf to Paderborn the white nine speed automatic C180 was quickly rebranded the Millenium Falcon, it sounded great, obviously had a great turn of speed, but had more knobs and buttons than C3PO and R2D2 would know what to do with particularly in the sat nav department.

That evening we had kebabs as that was the only place still open upon our late arrival. Wandering around the cathedral

at nearly midnight we were pleasantly surprised to hear someone apparently playing the organ.

Next morning I introduced Phil to the delights of a German bakery for breakfast, we each had a monstrous slice of Pflaumen Streusel with our coffee and took freshly made rolls for lunch.

We then meandered along to the Externesteine a natural outcrop of rocks and Hermannsdenkmal. The remarkably romanesque statue atop the monument finished in 1875 commemorates the victory of Cherusci war chief Arminius over Rome at the Battle of the Teutoburg Forest in 9 AD. It is now believed that Ernst von Bandel life's work is 60 miles south east of the actual battle ground.





After our delicious rolls we headed off to the picturesque town of Hameln home of the Pied Piper, that evening we visited the weinachtsmarkt and enjoyed ½ meter bratwurst mit pommies, washed down with a couple of Glueweins. Donuts and coffee rounded out our on the hoof dinner.

Next morning after morning kafe und kuchen we trekked further east to Kassel where we had a look at the snow speckled monument to Hercules in the Bergpark Wilhelmshöhe which overlooks Kassel, we declined to walk all the way down the attendant baroque waterfall as even with walking boots the conditions were far from ideal.



After checking in we went into the city centre and popping up to street level from the car park were perplexed to find a christmas tree being loaded into what appeared to be a compressed air cannon.



Appearances turned out not to be deceptive and after a countdown a perfectly innocent christmas tree found itself being launched a good couple of hundred feet into the air !

We came back to reality with more kafe und kuchen, this time with sahn, compulsory whipped cream. Kassel had a much bigger weinachtsmarkt, but we restricted ourselves to Gluewein and ate from provisions we had procured from Lidl the day before.

On the Saturday we had a gentle cruise west to Schloss Cochem on the Mosel, stopping at a curious services stuck in a time warp of a 1970's colour palette, but the coffee and lemon cake was good and the man collecting 50 cents outside the gents was not wasting his time on our account.

The last part of the drive to Schloss Cochem was fun, as we ran out of Autobahn 48 into the sinuous Landstrasse 98.





Schloss Cochem was a short walk up a steep hill and when we got there the lengthy queue of other tourists persuaded us not to hang around, Instead we took the ever more sinuous scenic route to Bernkastel-Kues where it was getting dark, so after taking a photo we pressed on to the Ring Inn.

If you ever have the good fortune to stay there, it really is the unmarked building at the end of Bergfrieden Weg, in the dark it is easy to believe it is just someone's house. To our surprise as we parked a 20 year old British registered Passat came down the track, driven by a Ukrainian born mining student from Cornwall.

That night we had fabulous 320g Argentinian steaks at the Restaurant zur Nurburg followed, much to the amusement of our Kosovan waiters, by apple strudel mit sahn UND hot cherry sauce !

The next day things could have gone horribly wrong. Phil thought I was booking a 30 Euro trip round the Nurburgring with Sabine Schmitz, however she was not available so, against all advice from the hire car company and the Nurburgring website about not driving hire cars round the Ring, I booked to take the Millennium Falcon round instead.

Had there been flotilla's of heavily modded MX5s and Golf Mk IVs waiting to drive round on a sunny day I might not have done so, but it was wet and apart from a couple Japanese tourists, probably also in a hire car, there was no one else around.



Even taking it very gently we had a little loss of front end grip at Ardenhauer Forst and as on my previous equally sedate lap in a '74 pea green Volvo 244 back in the 80's I gave the inside line at Karusell a miss. Phil was thrilled I had taken the risk and is now one up on his motorcycling chums who have Never been round.

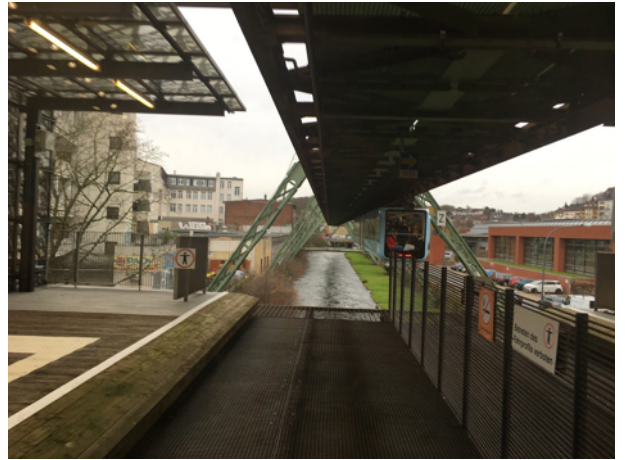


From there we headed north westish to Gevelsberg where we were to spend the last two nights with friends, we stopped off at Koeln for a wander round the Cathedral and to pick up flowers for our host.

We spent the Sunday afternoon in the Filmriss Kino where my friends were giving a seasonal singalong concert, a performance of John Lennon's War Is Over by Dilan brought Phil to tears.

Afterwards the sing along continued in the Restaurant Trattoria Sicilia... until the other guests complained about the intrusion.

When we planned our trip Phil mentioned he'd like to travel on the monorail he had seen ten years earlier on TV, this is to be found in Wuppertal about 15 miles down the road from where I was born. A fellow passenger burst out laughing when Phil suggested riding the Schwebebahn is like being in an episode of Thunderbirds, turns out this fellow passenger had worked in Bristol on wildlife programmes for the BBC based at Whiteladies Road.



That afternoon we briefly passed through Velbert where a 1901 railway bridge is probably the most interesting attraction and then went to the Zollverein Museum in Essen for a quick lesson in German history from the formation of the German land mass when it was still in the tropics through the stone age, bronze age, agricultural revolution, industrial revolution and on to contemporary times.



A traditional favourite red cabbage was on the menu for our last evening with our hosts Willie, Rudi and Marita. Our last morning was spent building a dam across the Huelsenbecke while walking through Huelsenbecker Tal and then going to the Classic Remise in Dusseldorf to look at a fabulous array of vehicles. We then had a delicious Wiener Schnitzel and more tiramisu at the Restaurant Trofeo.

From there it was time to fuel up the Millenium Falcon, spending all of 120 Euros on fuel for 1000kms of motoring, and return her to the 6th floor car park from whence we had picked her up seven days earlier.

The Eurowings flight home was almost empty so we both took unbooked window seats on the flight back to Brum.



I'd like to thank Phil for inviting me to join him and particularly for trusting me with the Millenium Falcon on our sedate lap of the Nurburgring.

**Ralph Colmar**



## **IMPORTANT NEWS**

### **New Motorsport UK RS Clubman licence from 2020**




The club was informed of some important changes which impacts anyone planning to compete in 2020.

**For 2020 Motorsport UK is introducing the requirement for all competitors to hold a new RS Clubman licence as a minimum, which will be 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 from 18 November 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.

**As well as this change to require a free license there have been significant changes to the "permit" fees which Motorsport UK charge clubs on a per competitor basis for most competitive events.**

**Such fees have all increased by £5 which means it is likely we will have to increase the entry fee by a similar amount in 2020. The biggest impact will be on Car Trial and Autosolo / Autotest events where the permit fee has roughly doubled in cost. As an example for each competitor in one of our Solo events we will now have to pay Motorport UK £11.50 - we currently charge £10 entry for these events which covers both the permits and other costs of running the event.**



brightside insurance  
is proud to support

**The Bristol Pegasus Motor Club**

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

Simply call **0333 414 9085**

Experience a new approach to insurance.



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

Brightside is a trading style of Brightside Insurance Services Ltd which is authorised and regulated by the Financial Conduct Authority (firm reference number 302212).  
Registered in England and Wales No 0431311. Registered office Brightside Park, Severn Bridge, Fost, Bristol, BS58 4BL.

## Backfire Bits

I am writing this on the 12th night – time to get the Christmas Tree put away and look forward to 2020. The coming year marks our 75th Anniversary – it seems not long ago to me that we were celebrating our 50th .....

The Marlin made a brief appearance at the Aust Autosolo. The suspension, steering and brakes seem fine after the work to repair the damage from the Clouds earlier in the year and the MOT was passed with no major issues. While it was in for the MOT I got the garage to do a compression test and one of the Cylinders was low, so it went back in for some further investigation. The Cylinder head was taken off and a valve replaced which seems to have sorted out the compression. At the same time the other valves were removed and everything cleaned up before it all went back together.

The car is definitely running better but perhaps still a little rich, so a little more setting up to do. I also need to put some miles on it before checking the torque settings on the head bolts. Having only covered about 15 miles since the work was done the Autosolo was always going to be a bit of a shake down. After the first couple of runs we noticed the car was dropping a bit of fluid. This looked like it was oil that had built up on the sump guard. Not being able to see the source of the issue, and given how much had been done to the car, I decided to call it a day and have a better look at home.

First challenge was to take the sump guard off which involved cleaning off a fair amount of trapped mud first - nice. With the guard off it was clear that the only oil leak was from a small drain hole on the bottom of the bell housing. The sump guard normally covers this. I suspect the oil is coming from the seal at the back of the engine. It seems this is not unusual on the B series engine and hopefully not something I will need to fix urgently, as it would likely be an engine out job. For now the sump guard is staying off and I will keep an eye on it as I put some more miles on the car. Next outing is likely to be the February meet at Sparky's which should be a good run if the weather is ok.



Having already decided to concentrate on sorting the cars, rather than competing, I don't intend to enter the Cotswold Clouds Trial this year. A few of us are thinking about going out and spectating on the event. We normally visit Crooked Mustard, Nailsworth Ladder and Ham Mill. Ham Mill has the added attraction of the "Ice Cream Factory" where it has become something of a tradition to indulge in some of the product, slightly mad considering it is likely to be a freezing day, but all part of the fun.



## BPMC 2020 Events Calendar - Updates in bold.

Date	Event	Location
Sat 25th Jan	Awards Dinner	The George, Aylburton
Mon 10th Feb	Club Night - Speaker <b>Dave Da Costa</b>	BAWA 8pm
<b>Fri 21st Feb</b>	Nav Ex	Info next month
Mon 9th Mar	Club Night	BAWA 8pm
Sun 15th Mar	Spring AutoSolo	Brightside Aust
Sun 29th Mar	Breakfast Meet	Sparky's Diner Lydney
<b>Mon 20th April</b>	Club Night	BAWA
Sun 26th April	Cross Trophy Car Trial	Dundry
Mon 4th May	Spring Treasure Hunt	TBA 7pm
Sat 16th May	Llandow Sprint	Llandow
Sun 31st May	Breakfast Meet	Sparky's Diner Lydney
Sun 7th June	ACE Classic Tour	
Sun 28th June	Breakfast Meet	Sparky's Diner Lydney
Mon 13th July	Evening Car Tour	7pm TBA
Sun 19th July	Summer AutoSolo	
Sun 26th July	Breakfast Meet	Sparky's Diner Lydney
Sun 9th Aug	Summer Treasure Hunt	10am TBA
Sat 22nd Aug	Track Day & 75th Anniversary Event	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	BAWA
Sun 27th Sep	Breakfast Meet	Sparky's Diner Lydney
Mon 12th Oct	Club Night	BAWA
Sat 17th Oct	Pegasus Sprint	Castle Combe
Sun 25th Oct	Breakfast Meet	Sparky's Diner Lydney
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

## Backpedal



Pegasus Bicycle