

Backfire

Bristol Pegasus Motor Club Magazine



Call for drivers and their cars that have participated in club events in the past - see back cover !



January 2022

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Nick's Natter

HAPPY NEW YEAR to you all, let's hope it will be a better one for motorsport. We have a few things planned for 2022 but the main event is our belated anniversary celebration. This should have been held in 2020 to mark 75 years of Pegasus but will now be on July 30th at Castle Combe. We hope to see as many old and new members there with or without their cars to enjoy the celebrations.

There will be a track-day with a parade lap at lunch time and a high speed lap in the afternoon. There will be food and drink in the evening, further details to come when arrangements are confirmed. Camping will be available Friday & Saturday but I will need your name if you want to stay. Also please email me with your details if you wish to display your car nickswood@hotmail.com.



Nick Wood

Editorial

Happy New Year !

As per last month I have not much to report on the motoring front this month I had a go at changing a number plate bulb but managed to break a hook in the plastic holder, so one step forward two steps....

The one highlight of the month was a top down jaunt in Madge past a couple of motorsports landmarks local to NW London on New Years Day, namely Aston Hill and Kop Hill the sites of hillclimbs held on public roads up until 1925.

Congratulations to Martyn Davies on winning last seasons Fantasy F1 Championship narrowly beating Sam Thompson who finished 3rd in the 2020 season and Vice President Dick Craddy.

With a bit of luck the club will be celebrating its long overdue 75th Anniversary on July 30th at Castle Combe, Nick has outlined some of what is planned in his Natter, if you have competed in the past it would be great to see you and if possible your vehicle there, contact nickswood@hotmail.com. We hope to have a display and parade of vehicles dating back to the 28th October 1945 when BAC MSC ran a Sprint Filton.

A few more dates are listed in the events calendar on the next page.

Looking forward to our annual dinner at the George in Lydney on Jan 29th, contact Cherry Robinson for further details.

I'd like to thank Phil Jones, Andy Moss, Tim Murray, Richard Reynolds and Nick Wood for their contributions to this months issue of Backfire, please do keep your contributions coming, the more each of us puts in the more everyone gets out.

Wishing you all a safe month's motoring and best wishes for 2022 !



Ralph Colmar

Events Calendar 2022

Sunday 24th April Cross Trophy Trial



Off road affordable motorsport at it's best. Entry details to follow.

Saturday 25th June Llandow Sprint

Entry details to follow.



Saturday 30th July 75th Anniversary Celebration and Trackday Castle Combe



Trackday entry details to follow anyone wishing to bring along a vehicle that has participated in any previous Bristol Pegasus Motor Club and or Bristol Aeroplane Company Motor Sport Club event in any discipline, Treasure Hunt, Autosolo/test, Production car trial, track day and or Sprint etc over the previous 77 years, please contact Nick Wood at nickswood@hotmail.com

Saturday 15th October Pegasus Sprint Castle Combe

Entry details to follow.



Invitations

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

01-Feb Stuart Graham - Racing on 2 wheels and Racing on 4 wheels
01-Mar Ian Phillips - His career in FORMULA One
05-Apr John Tipler & Guy Munday - LOTUS
03-May Matthew Vale - LOTUS Elite Colin Chapman's First G.T. Car.
07-Jun Brian Angus - Engineering at LOTUS
05-Jul Anthony Reid - His Motor Racing Career.

Club Facebook Group - This Month

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

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Pegasus Sprint Updates and Photos
- Event invites including Tavern and Bath Navigation Events
- The Bill Farrow Memorial Trophy
- MGCC PCT
- Trailer For Sale
- Santa Pod Drag Racing



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.

Video / Still Contributions for BPMC 75th Anniversary Video

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

It's an uphill struggle....

Officially classified as a Near Miss...

Eighteen months of almost nothing and then a host of classic events. Oh, happy days. I'll start 2022 in the right spirit, by celebrating a few of the closing 2021 sights.



First up was a quick trip to Llandow to run the Marcos 1800GT. The car lives a comfortable life, but Lloyd and I had not been near a track in a while, so it was like going back to school. Apart from a small fuel leak from one carb, which was easily sorted, it ran like a bird and sounded jolly crisp hacking down the back straight. It's a lovely handling car – very physical, with hardly any roll even though the suspension is not set too stiff.

Rides the kerbs well and drifts easily. Only its brakes reveal their era and need a firm shove. With my work schedule, my 2022 season is looking a bit unlikely, but Lloyd is hoping to do a championship and, when I can, I will go along and throw a few spanners about.

After positive reports from the boys' visit to the Goodwood Festival of Speed, I got myself in the queue for a Lotus Emira. I think its spectacular, but of course it's a bit of a punt ordering something when you haven't seen it, driven it nor read any independent reviews. However, I figured a refundable deposit was no risk – provided the C.O. did not notice – so in I went. The truth had to come out when they sent me an invite to go to a dealer and view the 'golf buggy battery' powered blue show car.



I couldn't maintain it all on the 'QT' as the boss and I were on the way back from a weekend trip and I couldn't think of a plausible way to 'accidentally' call by the Bristol dealer and go to a viewing...complete with canapés. Oh well, 29 years of marriage is not a bad tally, is it?

I am, however, a little fortunate that she is slightly – mildly – more forgiving about my Lotus habit than some other hair brained ideas so we at least managed to enjoy the visit. And it's a cracker. Looks like a car worth twice the price.

And then A Funny Thing Happened On The Way To The Forum (younger readers, Google it).

I noted that an exceptionally low mileage Marcos Mantis had come up for sale and, being 'on the ball' for this sort of thing – but not much else – I found a way to call into Redline in Hilperton Marsh on my way home, late one Friday afternoon. Well, you do, don't you?

And there it was. Thirty mins of drooling – sorry, careful examination - 15 mins behind the wheel and I was harpooned like a tin of tuna.

As I left the building, I practiced the 'honey I just bought another car' speech with the qualifying 'and its less than half the price of the Emira and I will cancel that order.'

The more times I said it the better it became. Of course, by the time I got home I was dithering again and clung onto the Emira idea for another, agonising, 4 weeks. But cancel it I did. But if a hot version comes out, well...

These Mantis models are rare (51 road and 38 race), strong as an Ox with the Mustang Cobra SVT 4.6 litre quad cam and a simple tube chassis. You get a Tremec box, LSD and big AP brakes all as standard. Not expensive to run either, considering the enjoyment you can get out of it. Will be a while before it lands back with me as it's in a long queue for a bit of enhancement, but I don't care. More anon.

So, trouble brewing all around with plenty more cars than space to keep them.

The answer of course is to carry on and go and see yet more. So, off to Goodwood for the Revival. Magic to be back after all this time. For 2021, some friends joined us, and we had a fantastic weekend including a nice spot of dinner in the Kennels. Fortunately, without the whiffy meat and chewy biscuits...

Owen was in Bicester at the college, so he drove down in the 'ex-Nick' Abarth 500 SS. It's going well. Lloyd drove down from Norfolk in his Exige, luggage and dirty washing piled up in the passenger's seat as usual. The friends arrived in a 110K mile Volvo XC90 with one brake light U/S and the C.O. and I journeyed up in the '76 Range Rover. Slow but very enjoyable, it runs well in traffic with no overheating and no hot starting problems. The fuel stations even had fuel. And we needed a lot of it.



Once there, in the Revival pre '66 car park was my old Gordon Keeble. Looks exactly as it left me and clearly getting used which is nice to see.

This wood chassis Marcos, with Ford 1600 Kent motor, appeared in some 1968 episodes of 'The Saint'. I recall seeing it down at Marcos Heritage

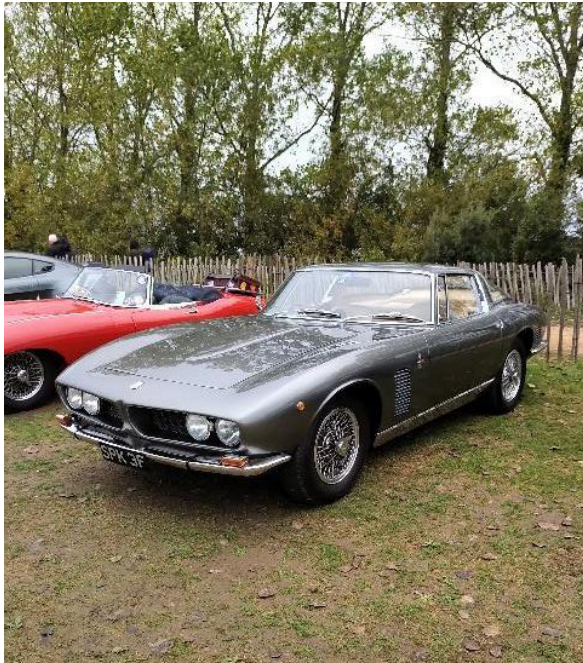
a few years back, awaiting restoration. I believe its owned by the brother of Tom Falconer of Claremont Corvette fame. Looked great.

Topping it all off, my first sighting of the Radford 62. It's a change to reflect on the British coachbuilders. So much is said about the Italians – and I do love their work – but the Brits and the French also had some super coachbuilding capability.



This Radford was, of course, only connected by name, yet the purpose was the same – to provide those that can afford it, the option of genuine individuality. It's an Exige underneath but with an extended rear subframe, carbon body and apparently 600bhp of supercharged Toyota (in JPS guise), clearly with vastly strengthened internals and, I think, a VW / Audi originated DCT box. It was a proper showstopper.

The fact that it was in JPS colours made it more so, with yours truly stood there open-mouthed thinking about Mad Ronald drifting round Silverstone's Woodcote in his 72.



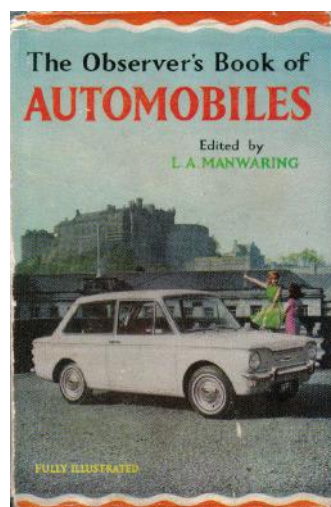
A lovely contrast was found the following month at the 78th Member's Meeting, postponed from earlier in the year. This is a pic from the parking area on the Lavant straight.

The Iso Grifo was exceptional – an early car with a Chevy 327 and, get this, right hand drive. Show me another. The Land Rover was a Series 2 owned by a local farmer who had restored it. I had a long chat with this dedicated chap, who was clearly very organised with his tea making equipment.

That's Goodwood. Love it or loath it, it's a place where your childhood memories are spiked into potentially costly action.

Now, where is my Observers' Book of the Automobile 1964?

Jones the Speed



Fifty Shades of Red (continued from April 2021)

Brands Hatch

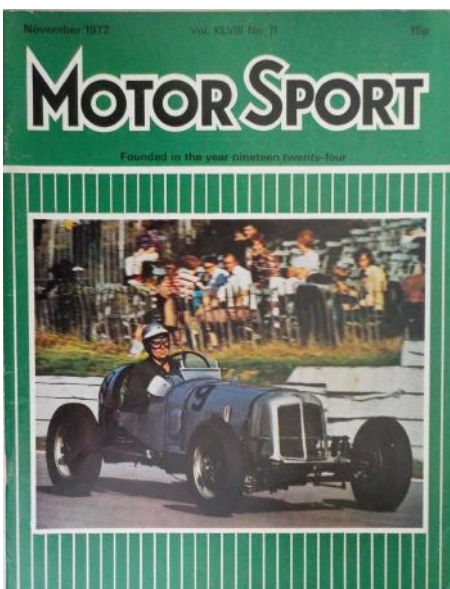
Between attending race meetings in Zambia I started sporadically picking up motoring journals like Autocar and The Motor while passing through airports, I particularly remember issues covering the 1971 British GP won by Jackie Stewart on the way to his second World Championship victory, the 1971 Le Mans 24 Hours, won by Helmut Marko and Gijs van Lennep covering a new record 5,335.31 km (3,315.21 mi) distance at an average speed of 138mph in their lightweight Porsche 917, seen many years later above, and the 1971 Dutch GP won in the rain by Jacky Ickx after a thrilling battle with Pedro Rodriguez.



I must have read those race reports dozens of times, as while my parents were working there was little else to do at 6 Chitimukulumusungu Avenue in suburban Mufulira, the single channel black and white telly schedule was probably about six hours a day back then.

While at school I had also started to become acquainted with the truly eccentric MotorSport Magazine whose race reports and Continental Correspondence by Dennis S Jenkinson, DSJ, along with prodigious copy by the editor William Boddy was just the informed technical trivia and opinion my adolescent sponge brain revelled in to the exclusion of pretty much everything else.

By the time I had imbibed details; of the 1972 German Grand Prix, which I had seen live in black and white on the telly in Germany, the 1972 Austrian Grand Prix in which Emerson Fittipaldi had virtually sealed the 1972 World Drivers Championship and read about the Grand Prix debut of the Connew lads from Chadwell Heath with Francois Migault, Mark Donohue's substitute George Follmer wrestling the Can Am Challenge baton from Denny Hulme and Peter Revson at McLaren I was ready to start buying MotorSport Magazine monthly in October 1972.



If I had not been flitting between Frensham, Surrey and Mufulira on the Copperbelt three times a year I might have taken out a subscription to the magazine, but I never did settle down for long enough to take that leap of faith over the following 20 years that I religiously bought the magazine.

Like wise the books I was reading were taking my mind further into the history of the sport too, in the late 60's I had devoured an overview of the story of family perambulators Cars Cars Cars Cars by SCH Davies, but now I was into more in depth books like The Great Racing Cars and Drivers by Charles Fox which I also reread ad nauseum, in particular the retelling of tails of Bentleys at Le Mans.

For my 14th Birthday my parents arranged for my guardian Joyce Ireland, Arkela of the 2nd Bexley Heath Cub pack to which I had belonged, to take me on a weekend exeat from school to visit Brands Hatch for the 1973 Race of Champions.

We arrived at a parky, very compared to Ndola Zambia, trackside in time to see round the world yachtsman Chay Blyth helming a wallowing Consul GT to victory in a celebrity race for identical cars.



Outside of motorsport solo sailing was the only sport I was seriously interested in, I raced dinghies at school and in Zambia. After reading books by; Chay, Sir Alec Rose, Sir Francis Chichester et al and absorbing the press reports on their exploits racing round the world and across the Atlantic I noted in my diary that after leaving school I would circumnavigate the world in a junk rig yacht, a journey for which I reckoned a gross of tinned peaches and a fishing line would be sufficient to see me through !

Following the Consul GT's Colin Vandervell won the Formula Atlantic race after battling through the field in his Triplex sponsored March 73B.

In what proved to be a final fling of qualifying success BRM locked out the front row of the main event with Jean Pierre Beltoise and Niki Lauda joined by Vern Schuppan in third also driving a BRM.



As non championship formula one races go this was memorable because former BRM driver Peter Gethin took an unlikely victory, from 8th on the grid, in his Chevron B24, left, a stock block Formula 5000 car, beating Denny Hulme

in his cutting edge Formula One McLaren M23 and F1 debutant James Hunt in Lord Alexander Hesketh's year old Surtees TS9B which started 13th.

From our vantage point at the bottom of Paddock Hill bend the black and gold John Player Lotus 72E's of Emerson Fittipaldi and Ronnie Peterson looked electrifying, bottoming out and sending sparks flying as they braked, Peterson took the lead from Beltoise, but retired later with a broken transmission.

A sign of the times was that poor John Watson was left trapped in his car for nearly $\frac{3}{4}$ of the race with what turned out to be a broken leg !

While Peter Gethin's giant killing act of beating a grid that included 12 Formula One cars with his lesser Formula 5000 Chevron is rightly remembered, many years later, thanks to Autosports The Nostalgia Forum, I was to learn that it was not the first time a Formula F5000 car had beaten a Formula One car.

The day was rounded out with a British Saloon Car Championship race that was won by Australian Frank Gardener driving his seven litre SCA Chevrolet Camaro.

In contrast to the 1973 Race of Champions the 1974 event, for which another exeat had been procured, was equally cold AND torrentially wet. For this race we stood looking down on Paddock Hill Bend, just the right spot to see one of the F1 overtaking moves of the decade as Jacky Ickx in his Lotus 72E, right, made a breathtaking pass, round the outside, of Niki Lauda in his bright red Ferrari. This would prove to be the hitherto two time championship runner up Ickx's final formula one victory, though I would see him take the winning flag several more times in various World Championship Prototype and sports car series.



A third exeat was procured for the 1975 Race of Champions, as before the weather was bitterly cold though with the novelty of sunshine and a flurry of snow ! In the absence of the previous years pole sitter James Hunt, Tom Pryce was the home favourite and he delivered both pole position and, sadly, his only Formula One victory driving his Shadow DN5, left, from John

Watson, driving a Surtees and Ronnie Peterson still driving an E spec Lotus 72, albeit new one built for the 1975 season !

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.

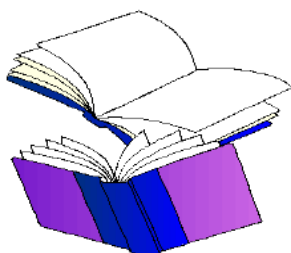
BPMC polo or sweatshirts

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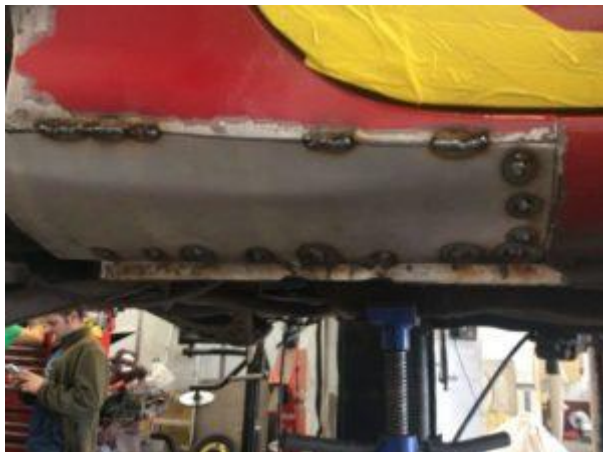
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Bristol Pegasus Fantasy Formula One 2021

Bristol Pegasus Fantasy F1 - 2021						
Final Positions						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Gasly	Verstappen	Ferrari	Red Bull	Ferrari	1576
Sam Thompson	Gasly	Verstappen	Ferrari	Red Bull	Alpha Tauri	1501
Dick Craddy	Räikkönen	Verstappen	Ferrari	Red Bull	Alpine	1402
Ken Robson	Gasly	Verstappen	Alpha Tauri	Red Bull	McLaren	1371
Ben Bishop	Russell	Verstappen	Red Bull	Williams	Red Bull	1343
Alyson Marsden	Gasly	Verstappen	Alpine	Red Bull	Alpine	1324
James Small	Tsunoda	Verstappen	Alpha Tauri	Red Bull	McLaren	1298
Simon Moss	Gasly	Verstappen	Alpine	Ferrari	Mercedes	1291
Joe Robson	Gasly	Leclerc	McLaren	Red Bull	McLaren	1267
David Garnett	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1266
Helen Davies	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1266
Tim Murray	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	1264
Mike Marsden	Ricciardo	Verstappen	Alpha Tauri	Red Bull	Williams	1255
Abi Reynolds	Alonso	Verstappen	Alfa Romeo	Red Bull	Ferrari	1247
Gary Tanner	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	1230
Katie Davies	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	1230
Mark Hoppe	Leclerc	Verstappen	Alfa Romeo	Ferrari	Mercedes	1213
Helena Sarsted	Ricciardo	Verstappen	Ferrari	McLaren	Alpine	1187
Martin Emsley	Sainz	Verstappen	McLaren	Williams	Mercedes	1165
Chris Bennett	Räikkönen	Pérez	Alfa Romeo	Red Bull	Red Bull	1141
Dave Cooper	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	1140
Martin Baker	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	1140
Richard Reynolds	Verstappen	Vettel	Alpine	Ferrari	Ferrari	1139
Chris Thompson	Norris	Verstappen	Haas	McLaren	Red Bull	1128
Andrew Moss	Alonso	Norris	McLaren	Red Bull	Williams	1118
Lisa Davies	Norris	Verstappen	Alpha Tauri	McLaren	McLaren	1115
Jamie Stevens	Pérez	Sainz	Alpha Tauri	McLaren	Mercedes	1093
Matthew Stevens	Ricciardo	Vettel	Red Bull	Williams	Red Bull	1079
Liz Ibrahim	Ricciardo	Verstappen	Aston Martin	Ferrari	McLaren	1049
Lesley Hart	Gasly	Sainz	Alfa Romeo	Mercedes	McLaren	1044
Jerry Irwin	Alonso	Russell	Ferrari	McLaren	Mercedes	1042
Donny Allen	Gasly	Räikkönen	Alfa Romeo	Mercedes	Red Bull	1039
Laura Moss	Pérez	Russell	Red Bull	Aston Martin	McLaren	1026
Charles Alexander	Alonso	Verstappen	Alpine	McLaren	Alpine	1004

Bob Hart	Hamilton	Schumacher	Red Bull	Williams	Alfa Romeo	1003
Sharon Reynolds	Räikkönen	Schumacher	Ferrari	Mercedes	Aston Martin	1001
Mark Niblett	Norris	Pérez	McLaren	Williams	Mercedes	970
Mal Allen	Räikkönen	Vettel	Alfa Romeo	Red Bull	Mercedes	968
Jeff Oakley	Alonso	Leclerc	Ferrari	Aston Martin	Mercedes	967
Mary Craddy	Räikkönen	Ricciardo	Alpha Tauri	Mercedes	Alpha Tauri	952
Philip Turner	Ocon	Ricciardo	Aston Martin	Red Bull	Alpha Tauri	938
Robert Bull	Norris	Pérez	Haas	McLaren	Mercedes	937
Matt Johnson	Ricciardo	Schumacher	Aston Martin	Red Bull	McLaren	935
Neil Lock	Bottas	Gasly	Alpine	McLaren	Ferrari	928
Richard Ibrahim	Gasly	Leclerc	Aston Martin	McLaren	Mercedes	928
Ralph Colmar	Norris	Russell	Mercedes	Williams	Alpine	925
Oliver Lock	Ocon	Stroll	Alpha Tauri	Mercedes	Williams	875
Merlyn Griffiths	Norris	Russell	Aston Martin	McLaren	Mercedes	835
Anthony Reed	Pérez	Vettel	Alpine	Aston Martin	Red Bull	793
Alison Bennett	Ocon	Russell	Aston Martin	McLaren	Mercedes	769
Michael Griffiths	Norris	Stroll	Aston Martin	McLaren	McLaren	709

Automated Membership System

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

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

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

2022 Provisional Events Calendar

Further Dates Coming Soon

Sunday 24th April	Cross Trophy Trial	Dundry
Saturday 25th June	Llandow Sprint	Llandow
Saturday 30th July	75th Anniversary and Trackday	Castle Combe
Saturday 15th October	Pegasus Sprint	Castle Combe

We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

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

Motorsport UK RS Clubman licence



Renew or Apply for your free 2022 Licence now !

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

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

Online Application for the FREE RS Clubman licence begins here:-
<https://rsclubman.motorsportuk.org/>

Bristol Pegasus Motor Club 75th Anniversary and Trackday

Saturday 30th July at Castle Combe

The Bristol Pegasus Motor Club was founded as the Bristol Aeroplane Company Motor Sport Club (BAC MSC) in late 1944 and we ran our first sprint at Filton on October the 28th 1945.

Belatedly we will be celebrating the 75th Anniversary of the foundation of the club at our Castle Combe event on the 30th of July.

Entry details for the trackday will be announced in due course.

Meanwhile we would like to organise a celebration of the clubs history with displays, parades and demonstration laps of as many vehicles that have taken part in the clubs past events; in any discipline, Treasure Hunt, Autosolo/test, Production car trial, track day and or Sprint etc over the previous 77 years as possible.

If you have or know anybody else that has taken part in the clubs long history we would like to see you there with your friends and family, if you can put us in touch with any of the current owners of vehicles that have taken part in the clubs 77 year history we would like to hear from you.

First point of contact is our Chairman Nick Woods you can e-mail him at nickswood@hotmail.com

To get the ball rolling we have made contact with the owner of Bob Gerrards ERA R4A which won that first sprint at Filton.

