

Backfire

Bristol Pegasus Motor Club Magazine



Mal Allen and Nick Woods, Allen Classic Trial Photo Pete Goodman



January 2023

Bristol Pegasus Motor Club

Club Motorsport at its best



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

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Website – www.bristolpegasus.com



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



Photo Gallery – gallery.bristolpegasus.com



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



Instagram – www.instagram.com/bristol_pegasus_motor_club

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Backfire

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 BPMC

Nick's Natter



I can't believe that another year is nearly over and winter is finally here. The weather is definitely colder with the threat of snow on the horizon. Thankfully it didn't snow for the Allen. I have marshalled Guy's in the snow a few years ago and it was bitterly cold. This year however I was competing with the trial maestro Mal and it was wet cold and very muddy. It was a perfect day and we finished 2nd in class and 3rd overall.



HAPPY NEW YEAR TO YOU ALL

Nick Wood

Editorial

Wishing you all a Happy New Year and welcome to the January edition of Backfire.

By the time you read this, but too late for press, our AGM will have happened, unfortunately I was unable to attend. Dates for next year's events are still coming in and have been posted in the Events Calendar at the back of this issue.

Thanks to the wonders of the clubs facebook page I attended a nice little informal gathering with Pete Goodman in his wife Jane's Up! GTi , Neil and Carole Thomas with there 30th Anniversary MX5 and Pat who turned up with his SAAB at the Last Haynes Breakfast Meeting of the year, note one now has to book in advance to attend which costs £5.00.

There will be no club meeting at BAWA in January, the next club meeting at BAWA will be on February 13th when Castle Combe commentator Chris Dawes will be our guest for the evening.

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 Bob and thanks to Nick Wood and Cherry Robinson for keeping the magazine in circulation in recent months.

Thanks for contributions to this month's issue from Dick Craddy, Martin Emsley, Rob Ford, Pete Goodman, Phil Jones, Tim Murray, Richard Reynolds, Cherry Robinson, and Nick Wood.

Happy New Year !



Ralph Colmar

Events

Monday 13th February Club Night 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.

Sunday 23rd April Production Car Trial



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

Sunday 30th April Breakfast Meeting

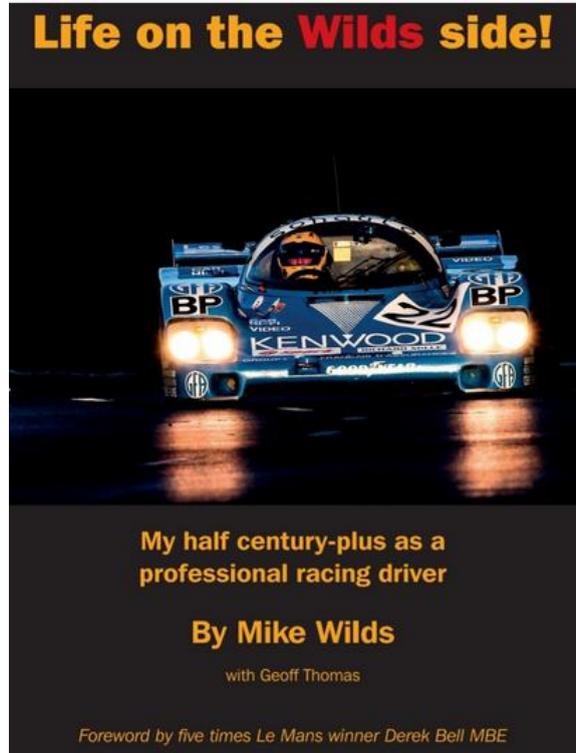


Our breakfast meetings will resume at Dean Forest Railway 9am.

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.



10th JAN, Racing driver Mike Wilds will be celebrating his 50th anniversary in the sport with the publication of his book 'Life on the Wild Side.

7 FEB, Lotus Guru **Miles Wilkins.**



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

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

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

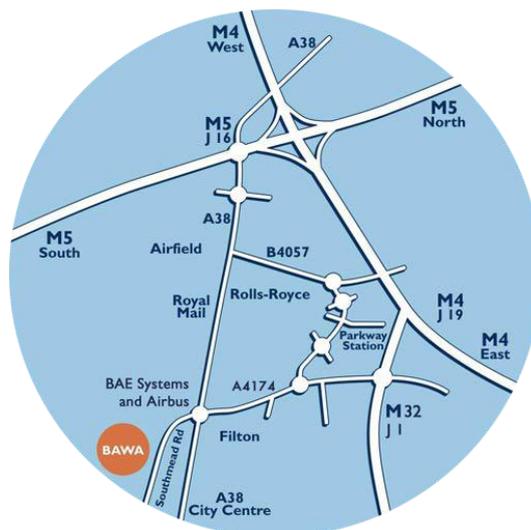
589 Southmead Road, Filton, Bristol, BS34 7RG



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.



Note : There will be no Meeting In January, next Club meeting will be February 13th with Chris Dawes at 19:30.

Castle Combe Race Circuit delayed 70th anniversary Gala Dinner

The initial Castle Combe race meeting, organised by the Bristol Motorcycle and Light Car Club, was held in July 1950. It was an event where spectators were not allowed.

The 70th Anniversary Gala Dinner, delayed by two years, was held on 12th November, in the magnificent setting of the Concorde exhibition at Bristol Aerospace. The three hundred and seventy guests, including Nick, Cherry, Mary and I, were invited to enjoy an excellent three course meal which was followed by the annual Castle Combe Racing Club annual awards ceremony. We had the good fortune to share a table with Marcus Pye, known to all of us as the nationally respected journalist and motor racing commentator.

Hugh Chambers, the CEO of Motorsport UK was one of the notable attendees.

The worthy charities supported, by donations and an auction, were Jackie Stewart's 'Race Against Dementia' and the Wiltshire Air Ambulance.

Regrettably the ambient lighting did not favour mobile phone photography but here are a few selected memories.



By Dick Craddy

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.

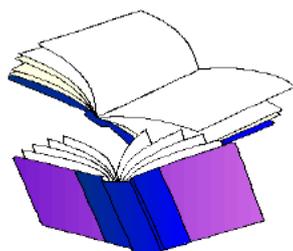
BPMC polo or sweatshirts

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencerATgmail.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
and use the Amazon link to buy books, CD's /DVD's**

Queen Square Breakfast Meeting Easter Compton



Morris Pick Up



Ford Sierra Cosworth



MDA GT40 Mk1



FFR Type 65 Coupe



Porsche 911



Porsche 993



McLaren



LaFerrari



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

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 !

It's an uphill struggle....

Blagging a ride...

Firstly...Happy New Year everyone. Before aimlessly lurching into 2023, a moment of reflection seemed appropriate.

As we sold the family Farina A40 when I was six and didn't have another car until it was almost time to learn to drive, my earliest motoring experiences consisted of blagging lifts in other people's cars. When that's the way you experience your car passion, it's surprising how much you cherish those lifts!

These are the rides, but not the actual cars, as we didn't have mobile phone cameras back then, did we?

Fred Frisby's Zodiac MkIII was a monster back in the day and it was in this very green.



It was London 1969 and I well remember the day that I slid from side to side, unrestrained, on the rear bench seat, as the barge wallowed around the north London streets. Fred had an Off Licence across the road and a bolt hole down in Cornwall. Poor chap had a huge shunt one Friday night on his way to Cornwall, tired out after a week's work. Fred survived but the Zodie was no more. In those pre motorway days, it must have been quite a trip. It still is today and, one might suggest, the motorways are not really making it much better!



Up in north Wales, my grandmother's good friends, Peggy and Wortley (no, it's not poetic fabrication) were a generous couple. Peggy was a substantial character, in more ways than one and Wortley *always* wore a sleeveless cardigan with a proper shirt and tie. And did as he was told. It was right out of 'On the Buses' and other 70's 'cor blimey' comedy.

I recall a trip to Snowdonia in the back of their Morris 1300, just about this colour too. With 5 up, there might have been a spot of clutch stink on some of the steeper passes, but the ride was like a waterbed. I have huge respect for the ADO16.



Once we had moved to Wales, I was never short of back seat vinyl to slide about on. The local VG store (remember them?) was run by a nice couple who had a Harvest Gold Marina 1300DL (1800 in the pic) and, after the 60's designs, it felt very modern. A solid back axle meant a bit more bobbing about than the ADO16, but I recall it being quiet for the time. 1275cc doesn't seem much to pull 5 people but it was obviously enough.

My uncle knew the owners of the local TV aerial business and one of the sons was an amateur rally driver, running iconic machinery such as a bubble arch twin cam Anglia and a Chevette HSR. He was damned quick too. I never got to go in the rally cars, but I did manage to slide about, on a settee cushion, on the metal floor of a Marina 1300 van. With ladders on the roof.

As we know – even if sometimes we don't like to admit it – a really good driver can make anything go quickly and you would not comprehend how well this Marina van went with him at the wheel. I was quite busy in the back trying to keep my stomach and bowels under control.



That same uncle was a car enthusiast and he bought and sold a (leggy) car about every 2 weeks. He was a former boxer, with a wiry build and a TB cough from his time during WWII. He used to cough so hard at the wheel that I wondered how he could keep the car straight whilst facing the floor...with his eyes closed. Good job he never wore a seatbelt, as it would have been far too restrictive!

A couple of his cars stood out for me. First was a beige Hillman Minx 1500, effectively an entry level Hillman Hunter. This was a very decent car and seemingly well-built. The other was a MKII Cortina 1600 with the new-fangled Kent engine. It even had yellow spotlights, a bit like the one in the pic. The Cortina felt 'modern', but the Minx felt the better car.

His son also bought and sold a lot of cars, not all of them desirable. As years went by, I would come to love the Abarth versions of the Fiat 600, of which I am fortunate enough to have owned two. But his was a suicide door, bog standard 600 blowing more smoke out of the back than James Bond's DB5. I remember the cream Bakelite steering wheel and an interior that was basically devoid of trim and fittings.



My father's former RAF colleague from Porthcawl didn't have a car licence and so he ran Reliants. It was not unusual back then. I remember him coming over to see us and – of course – I ended up in the back of the Regal van sliding around on living room cushions.

As it was a 3-wheeler, it was practically impossible to miss a pothole. I remember the fibreglass body shell went 'bong' when you slammed the rear door. I do try and forget this episode, but it just won't go away.

How strange that I now have a garage full of fibreglass cars.

A neighbour in west Wales was an old school, upstanding citizen who couldn't do enough to help his neighbours. As we didn't have a car and the buses were a bit limited unless you went to a town centre somewhere, he kindly and quite regularly, spared me a seat to go and watch the Scarlets play in Llanelli. Great times, well before they replaced old ground and its traditional standing terraces, with a gin palace and less atmosphere.

The car I recall going in the most was a lovely, maroon, Triumph 1500TC. This was basically an entry level Dolomite with the same pushrod motor as the Spitfire and late MG Midget. Those static-generating ribbed nylon seats, wood dash panel and the famous multi segment warning lights took some beating. It felt a class above anything else I had been in. A lovely – if a little stately – way to travel.



Finally, I get to my uncle in north Wales. He worked in Nigeria for most of the year but used to keep a car in Wales for his home visits and German cars were popular with him, presumably because they would actually start when he arrived.

A 'hearing aid beige' VW Variant Type 3 was surprisingly quiet and predictably solid but rode with a bit of a bounce to it. I remember the austere, black vinyl interior as

being of high build quality but little comfort or style. He replaced it with an Opel Manta 'A' 1600S in metallic green with a black vinyl roof. This was very stylish and it went well for its time. I absolutely loved it. In fact, I wouldn't mind a Manta A.



He then moved on to a pair of Audis, my favourite being a GT5S Coupe with a superb, carb fed, 2 litre 5 cylinder and a check cloth interior, which was a spectacular daily driver. A lovely car that would make a very nice classic today.



In fact, they all would. Well, maybe not the Reliant Regal van, unless you stretched to a better-quality settee cushion for the rear passenger...

These motors may have been 'ordinary' but they nevertheless created wonderful, lasting, memories.

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/>

50 Shades of Red

The following morning I was up early for another day of adventure this time with a supersonic twist. After a night of heavy rain I dropped Madges roof, took a photo at the entrance to the Nurburgring and headed into what turned out to be another sunny day on a vaguely SSW course towards Sinsheim.



I have no idea exactly where or for how long I stopped to take in the view on the edge of a pine forest to see the sun come up, but it was blissfully silent and gorgeous in every direction. Eventually I proceeded through the woods listening to Rammstein's atmospheric Ohne Dich, (Without You), towards a crossing of the Mosel at Senheim which I remembered from my last visit in December 2019 with the Millenium Falcon, a hired white Mercedes Benz C180.



From Senheim I glided down to Dickenscheid where I branched off the trunk road 421 and on to the smaller and more westerly L184 towards Kirn accompanied by hits from Nina Hagen, a reworking of White Punks on Dope called TV Glotzer, probably where I first learned to keep my TV viewing to a minimum, Blumentopfs Mein Betrieb System, My Operating System and Icke und Er Manchmal Jeht Et, Sometimes it goes, a humorous existential crisis which is always good for a laugh.

At Kirn I joined the trunk road 41 and made for Fischbach where I joined the 271 to Kaiserslautern meandering through miles of forest and along the occasional river. Before reaching Kaiserslautern I spied a sign for a hot dog stand where I had breakfast.



Continuing with my odd collection of German hits on my CD player I passed through Kaiserslautern where I spotted a light blue late square headlight FIAT 128 I thought about taking a photo but let it go. With my CD cycling through a second or third time I tuned into WDR 3 where Catherine Eickhoff was spinning classic hits including; S Barber's Adagio for Strings, from the Platoon soundtrack, Holst's The Perfect Fool and most movingly Elgar's Quintet in A minor.



The temperature was now climbing into the mid twenties and the landscape was opening out and ever larger fields replaced the ever sparser woods as I passed Hockenheim and made for the Technik Museum Sinsheim where a Percival P.66 Pembroke C54 registered D-CAKE presaged a late lunch and an unbelievable kaleidoscope of 20th Century technology.

I first became aware of the Technik Museum at Cholmondeley Pageant of Power nearly ten years ago where the Museum ran all manner of wacky machines including the 44 litre BMW aero engine powered Brutus. However it was the presence of the only Tupolev TU144 outside Russia that put the Museum on my bucket list and I was not disappointed especially as immediately behind it was an Air France Concorde. Other joys not shared in the photographs included a prototype wooden Mercedes motorcycle, a couple of Junkers JU52's one of which looked like it had flown straight off the Where Eagles dare film set, a tracked Lamborghini tractor, and a Bugatti type 41. For Formula One fans the collection of particularly Red Bulls and Saubers has to be seen to be believed.



If you are thinking of visiting the nearby Porsche and Mercedes Benz Museum's in Stuttgart the vast breadth of exhibits from the dawn of motoring and flight to the present day at the Technik Museum will not disappoint.

I concluded by 5 hour visit with Kaffee and Kuchen, black forest gateaux, which served as my dinner and went to find a nearby hotel I had booked for the night.



Next morning I took a final picture of Madge with a TU134, the TU144 and Concorde in the background before driving in a South West direction towards Colmar. I am not entirely sure what route I took, it was all on minor roads along which I passed miles of fields, many still with maize crops waiting to be

Technik Museum Sinsheim



1924 Rabag Grand Prix



1928 4.2 litre single cyl Mercedes Benz Multi OE



1938 2-10-0 043 100-7 Henschel Typ 44



1947 Piasecki H-21C Shawnee



1979 Tupolev Tu144D 07-1



4 x Rolls-Royce/SNECMA Olympus 593



1972 Muench 1200 TTS



1975 Tyrrell P/34 Prototype

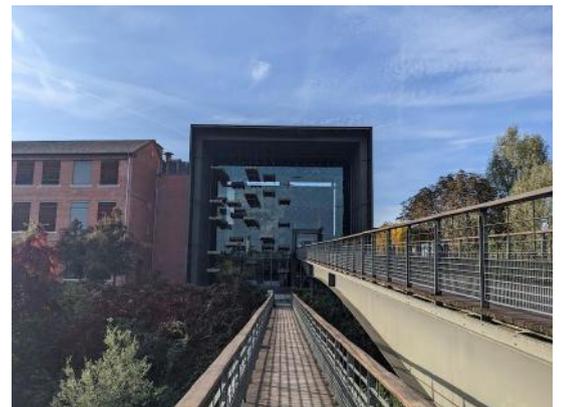
harvested, others with sunflowers, occasional orchards and countless small villages and hamlets.

The temperature was up to the mid twenties when I stopped at the weir on the Alsace border between Schwanau and Erstein to stretch my legs and admire the majesty of the Rhine.



From there it was a short drive south along the French bank of the Rhine through lots of woodland to Colmar. I managed to find a 30 min parking spot right in the middle of town next to the Unterlinden Museum that houses the Isenheim Altarpiece. I did not have time to revisit it, but settled instead for an ice cream before driving to the Musée National de l'Automobile in Mulhouse.

I first read about the Schlumpf brothers collecting large numbers of Bugatti's and other automotive desirables and employing up to 40 craftsman and mechanics to reassemble and maintain them, in secrecy, at their textile factory in Mulhouse in MotorSport during the late 1970's. When the brothers ran into financial difficulties, thanks in no small part to their automotive hoarding, with French authorities, their workers took over the building in which the cars were kept. Upon discovering the collection, declared a French Historic Monument by Council of State in 1978, the building was opened to the public and received over 800,000 visitors in it's first two years which helped recoup some of the workers wages.

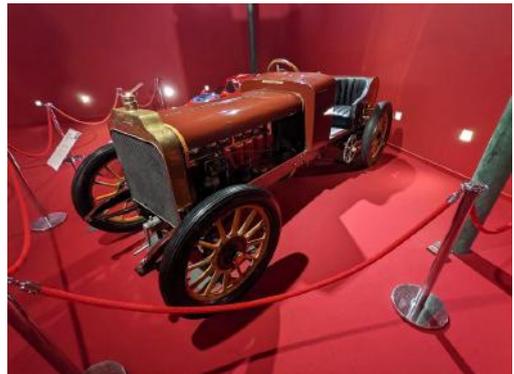


After a 45 year wait I finally made it to see one of the most incredible selections of veteran, vintage and classic car collections in the world and probably learned more about all automotive things in the ensuing hours than in many a misspent year reading MotorSport in my youth. Among those vehicles not included in my selection of photos were two Type 41 Bugatti's, making it three Royales I'd seen in two days, at least 100 other Buggatti's, 8 pre WW2 Rolls Royces, a Voisin, an Isotta Franchini, an 8 litre Bentley, at least half a dozen Gordinis, along with a couple of Benetton and Renault F1 cars from Enstone, and at least a dozen makes I'd never heard of.

Musée National de l'Automobile in Mulhouse



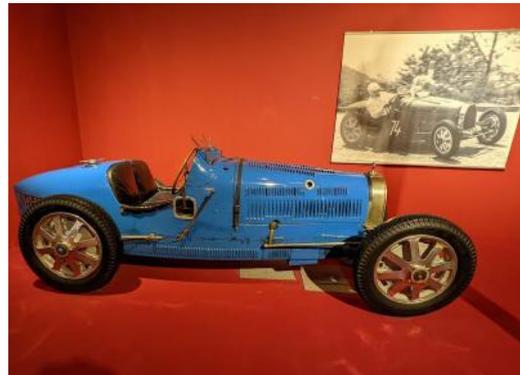
1894 Panhard et Levassor



1904 Dufaux 12.7 litre 8 cyl



1911 Zedel C1 Doctors Coupe



1929 Bugatti T35B



1935 Sandford Quad



1953 Gordini T26S 'Le Cigare'



1968 Simca 1501 Special Coupe



1971 Ferrari 312B

Unsurprisingly I was trashed after a second day of wandering around museums and once again cafe and gateau in the museum restaurant served as dinner.



Next morning with no museum visits scheduled I indulged in a late start and was thrilled to find breakfast at the B&B Hotel I was staying at served bacon and scrambled eggs !

I picked up some bread rolls, grapes, bananas and yoghurt from Lidl for the day ahead and filled Madge up with Agips finest and headed west along the southerly edge of the Voges, stopping for elevenses and to enjoy the view from the D13 just outside Vesoul.

I continued a westward meander for several hours, passing signs for the Dijon race track, scene of one of the most exciting duels for 2nd place in history during the 1979 French GP between Gilles Villeneuve and Rene Arnoux, but kept on the D971.

I tuned into a French FM station where someone was giving a very excited expose on Glenn Gould & Leonard Bernstein, I did not understand much of what was being said but I found the chaps obvious passion for his subject most engaging, at one point I probably misheard the name of the band 'Gong' mentioned which only added to the surreal, to my ears, expose. After half an hour or so we were treated to Glenn playing the Goldberg Variations which was quite superb in the rural French environs through which I was passing. During the broadcast a Soul Red MX5 ND, roof down passed going the other way, we flashed headlights and waved as one does in the UK.



Soon after passing Le Pommoy I found a scenic spot to stop for lunch and a short stroll through the woods just off D978 in the Morvan natural park.

Continuing westward Madge soon climbed the 674m Col de Pasquelins and down the other side towards Chateaux Chinnon and on to Nevers where I picked up the D976 and forwent the opportunity to visit the Magny Cours track.



I stopped at Cuffy to retrace my steps across the River Allier to take a photo of the Pont du Gueten Canal viaduct before continuing on to Avord where I spotted a Dassault Mirage III.

Photo op over I ambled under the lowering sun to Romorantin-Lanthenay, the last 20 miles of which was along ruler straight minor roads through dense coniferous Sologne forests. Romorantin-Lanthenay is no less picturesque and my boutique room at the les Thiausères B&B was a perfect place to rest after a 300 mile drive.



Romorantin-Lanthenay is a sleepy town of less than 20,000, it came to prominence in motor racing circles in the 1960's after (Mécanique Aviation TRAction) MATRA agreed to supply Rene Bonnet with fibreglass bodies fabricated at their premises in Romorantin-Lanthenay for his Renault powered Bonnet Djet sports cars which were built in Paris.

When Rene ran into financial difficulties MATRA took over the business and moved it to Romorantin-Lanthenay and started an ambitious MATRA Sports competition programme in rallying, sports car racing and Formulas 3,2 and 1.

In 1969 Jackie Stewart won his first World Championship driving a Cosworth DFV powered MATRA run by Ken Tyrrell who secured the constructors championship for MATRA. The partnership, sponsored by ELF, between MATRA, Tyrrell and Stewart was dissolved the following year when MATRA, in the process of being taken over by Chrysler Europe, insisted all further MATRA Formula One cars would be powered by MATRA V12 engines which Stewart felt were inferior to the Ford DFV.

Matra would not win another Formula One race as a constructor, but they did win the Le Mans 24 hour race from 1972 - 1974, the first time Henri Pescarolo shared the driving with Graham Hill, and in '73 and '74 with Gerard Larrousse. MATRA also secured the World Championship for Makes in '73 and '74 after which they retired from the sport as constructors focusing on road car production of the 3 abreast seat Bagheera and Murena sports cars and Ranchero an early 2WD SUV.

During that period MATRA supplied V12's to Shadow for a couple of races in 1975 and to the Ligier team from '76 - '78 and then again from '81 - '82. Jacques Laffite won a race in a MATRA powered Ligier in 1977 and two more in 1981, seen at the '81 British GP right, when he was a contender to win the World Championship at the final race of the season but he finally finished 4th in the championship.



Musée MATRA Romorantin-Lanthenay



1965 MATRA Lotus T/C M610 (reconstruction)



1965 MATRA MS1 F3



1966 MATRA BRM MS5 F2 ex Coombes / G Hill



1966 MATRA BRM M620



1969 MATRA Cosworth MS80



1974 MATRA Simca MS680



1971 MATRA MS71 flat 12 (Unraced)



1981 MATRA MS82 V6 Twin Turbo (Unraced)

By now MATRA Simca had become Talbot MATRA under Peugeot ownership. Jean-Luc Lagardère who had been CEO of the MATRA since 1963 bought the automotive division back from Peugeot and sold his idea for one of the first MPV minivans to Renault who put the Espace model into production at MATRA's Romorantin-Lanthenay facilities in 1984.

In 2001 production at Romorantin-Lanthenay switched from the Espace to the ill fated Renault Avantime and with the vehicles failure to attract any market share



production at Romorantin-Lanthenay ceased for good in 2003 when Pininfarina SpA acquired the MATRA automotive engineering business which six years later was sold to Segula Industries.

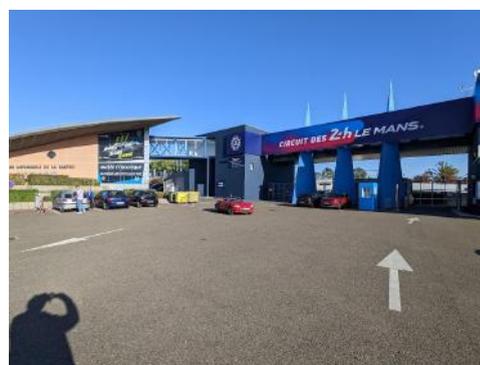
I appear to have digressed save to say the story outlined above is wonderfully illustrated by the exhibits at Musée Matra in the centre of picturesque Romorantin-Lanthenay.

After picking up some tasty pâtisseries from aux délices de Sologne I picked up on the D765 and made for Cheverny. By the time I got there I noticed that I was running low on fuel but both petrol stations were closed.



I gingerly proceeded to Blois where I found a fully automated Esso station but it was not dispensing any fuel. I asked a kindly Samaritan in a Tecalemit logoed car where I might purchase some fuel for cash and he kindly led me to an E Leclerc station and paid for my fuel on his card in return for the requisite Euro's in cash.

From Blois it was a short trip through mostly open countryside to the more familiar environs of Le Mans where I was to spend the final night of my week long trip. I made it in plenty of time to visit the Musée des 24 Heures du Mans 35 years after my first visit to the Museum and 40 years after my first trip to watch the 24 hour race.



Musée des 24 Heures du Mans



1923 Chenard-Walcker Type U3 Sport (Winner Replica)



1937 Gordini Simca Cinq (1939 750 class winner)



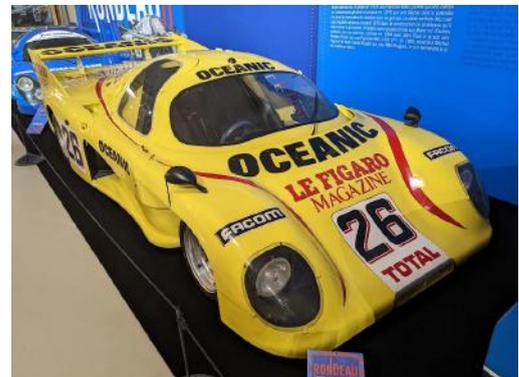
1950 Renault 4CV



1966 CD Peugeot SP66



1972 Matra Simca MS670 (Hill / Pescarolo, Winner)



1981 Rondeau 379C



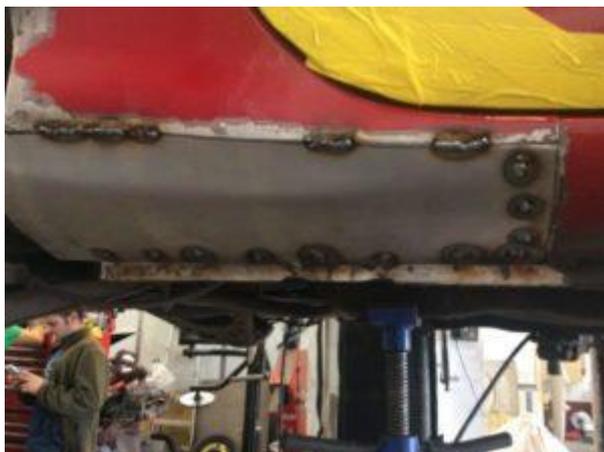
1992 Peugeot 905 (Warwick/Dalmas/Blundell Winner)



2003 Courage Pescarolo Peugeot C60

With over 22 years experience in all things MX-5, SGH is your one stop shop

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Beehive Trading Estate, Crews Hole Rd, Bristol BS5 8AY.

Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Final Positions						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	2159
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	2159
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	1945
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	1945
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	1915
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	1915
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	1775
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	1750
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	1731
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	1731
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	1709
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	1584
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	1548
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	1516
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	1506
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	1467
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	1453
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	1402
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	1392
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	1376
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	1355
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	1342
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	1327
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	1321
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	1311
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	1292
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	1202
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	1189
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	1063
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	1050
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	1014
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	1009
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	950
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	932

Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	851
Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	821
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	492

1949 - 2022 Patrick Tambay, Reposez En Paix



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>

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	Club Meeting	BAWA
Sunday 26th March	Breakfast Meet	Forest Dean Rwy
Sunday 23rd April	Prod Car Trial	Dundry
Sunday 30th April	Breakfast Meet & Martin	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

Automated Membership System

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

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

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

Backfire



MG B getting a little smokey on the Allen Trial, photo Pete Goodman