

# Backfire

**Bristol Pegasus Motor Club Magazine**  
**JUNE 2023**



Santa Pod Raceway



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

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



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## Nick's Natter

May began in earnest. Me, Chris and Dino went to Santa Pod on Saturday and had a really enjoyable day there. The weather for a change was good. And then there was the Breakfast Meet where we had another good turn out. This was followed by another good day's racing at Castle Combe where we bumped into a few familiar faces. The Bentley challenge was extremely good.

We are going to meet at the Boars Head for our next Club Night, see details further on. If you wish to eat here please email [chris.thompson@bristolpegasus.com](mailto:chris.thompson@bristolpegasus.com) so we can advise the pub of numbers.

Please let me know as soon as if you want to come to Brooklands & Mercedes World on Saturday August 5<sup>th</sup>. A minibus will be provided but numbers are limited.



# It's an uphill struggle - Goodwood in March. In the rain

*by Jones the Speed aka Phil Jones*

We were hoping for a nice dry track on which to prove out the new suspension set up and Toyo R888R's on the Marcos 1800GT, but the good Lord decided otherwise, so a proper back-to-back comparison was going to be tricky.



Anyway, it was genuinely nice to be back at Goodwood and, in a way, even better when its empty and 'just a racing circuit.'

Lloyd was running in the pre-1980, under 2 litre class of 20 entrants, which is a pretty good turnout. Five of those were Alfas and it included eclectic machinery such as another Marcos (a 1600 Ford), an NSU TT, a Type 14 Lotus Elite and a Fiat Abarth 1000TC. Just wonderful.

Harry Metcalfe was there as an entrant in his Jag Project 8 monster, up against Nissan GTRs, Lotus', Porsches and a very heavily blown Audi RS6, complete with tow bar...





The competition became a bit of a side show, once I had discovered that the bacon and egg rolls were on toasted bun. It's almost unheard of. The bacon was well cooked and streaky, just how I like it and the whole combo didn't even need any tomato (or 'red' as they call it in Greggs) sauce. Anyway, where were we?

A splodgy practice run saw Lloyd queued behind the lovely NSU TT which, it turned out, the owner had not run at Goodwood before. So he was, quite understandably, on a discovery lap and Lloyd was up his chuff a third of the way round, just after Fordwater. It turned into a jolly sightseeing tour, but, taking the positive aspect, the daffodils had been planted and, in spring, they do look lovely.

The paddock was a proper brain teaser, as the final instructions had them running in number order, but the numbers and classes were not aligned. There was a Volvo Amazon in the same class as the ex-Elio de Angelis, slick shod, Chevron F3 and Lloyd's 1800cc Marcos was in the over 2 litres class...and so on. At the briefing they said it was now class order, but the classes were all over the paddock and there was no one around to get them into a sequence, so we had a Dad's Army moment.

But, by the first competitive run, it was starting to normalise as everyone worked out what was going on. On a damp track, Lloyd is pictured in the pit lane awaiting the start, mind focussed on three things.

First, an Alfa 105 Bertie Coupe had just gone off on Lavant straight puddles and hit the tyre wall, so it was a little wait while it got rebuilt. Second, he had been desperate for a bit of fluid reduction, but you never know whether there is time, do you? So, he'd sat and stewed. And third, he had Roberto Giordanelli sat behind him in his lovely 1962 E type...and he didn't want to baulk him.



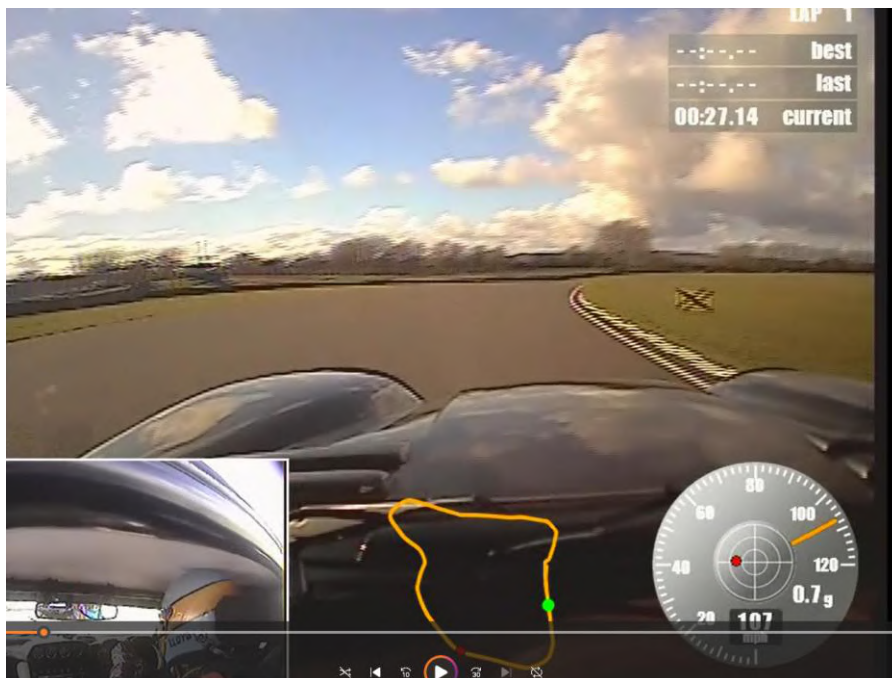
In the end they got released onto the damp track and the Marcos did fine with a 116 vs Roberto's 112. Timed Run 2 was almost dry and the Marcos got down to a 102, two seconds better than last year and the suspension and tyres seemed to be working. It certainly looked much better exiting the chicane. Last year it was like a 70's Ford LTD rolling over on its outer front wheel, Streets of San Francisco style, but this year it was properly level. It always amazes me how much difference tyres make, in this case, nearly 10 mph more out of the chicane. They are looking like a bargain.

That 102 should have been a 100 dead but for a box full of neutrals heading for the finish line. With a bit of G on the left arm and a dose of red mist inside the swimming cap, third had 'left the building' and it was a very slow finish. But we now know it's got a 100 in it.

At this point, Lloyd was second in class, as he was last year and, once again behind another Swiftune Mini, which was on 101.

Towards the end of the day, I noted that the throttle assembly was not happy, confirmed when Lloyd suspected he might not have full travel. A misfire off the line on the final run added to the tension. Would it last one more lap for a gung-ho attempt at a class win?

Well, it was certainly gung-ho. He tried 4<sup>th</sup> through No Name and St Marys, which is what I always did in the Mantis, and the V Box showed more speed carried. The grassy detour that followed confirmed, perhaps, a little too much speed....(well his name is Jones – editor's note)



Fordwater...

...and then exit of St Marys and a 360-degree mow of the lawns...



So it ended with 2 drivers, sharing the same Mini, in positions one and two, both on 100 secs, then Lloyd on third on 102 and, after that, the next was at 111.

FTD was, as last year, a Litchfield Nissan GTR on 84 secs and it was magnificent. I must say I was surprised to see a

change of wheels and tyres at lunchtime as the sun came out – I was thinking ‘arrive and drive’ as being one of the advantages of bringing a GTR, but I doubt those spare wheels were going in the car. Clearly it was worth bringing them though.

Well. There’s always next year isn’t there? I’ve heard a rumour that the weather will be perfect, the throttle linkage will be spot on and the driver will have an adjusted pair of lenses in his glasses...

## Political Corner - Motoring Politics

*by Bob Bull*

### New Report Shows The 2030 – 2040 Fossil Fuel Vehicles Ban Is A Huge Cost Benefit Fail

11th October 2022

The highly respected Centre for Economics and Business Research (CEBR) study was commissioned by FairFuelUK, The Alliance of British Drivers (ABD) and The Motorcycle Action Group (MAG).

The key findings are:

- This is a study that uses official government methodology to compare the projected environmental benefits from the proposed bans on the sale of fossil fuel powered vehicles with the likely costs.
- The study shows that the environmental benefits from the proposed bans are dwarfed by the additional costs.

- The study assesses economic impacts over the period 2022 until 2050. 2022 prices are used as a common baseline and all costs and benefits are discounted to a 2022 base year (with selected values also presented on an annual/undiscounted basis).
- Using the government's values for reduced carbon emissions, the value of the environmental benefits add-up to £76 billion. In contrast, the assessed costs add up to £400 billion. **These costs are FIVE times the benefits; even when using the government's own valuations of the environmental benefits.**
- The study shows that the major costs from the proposed ban are likely to be additional costs of:
  - I. New vehicle purchases of £188 billion (in extra costs).
  - II. Increased time lost due to waiting whilst recharging EVs, valued at £47 billion.
  - III. Infrastructure for electricity generation and additional charging points of £99 billion.

## **BPMC Membership**

The online system allows you to join and or update your information to ensure you get timely information from the club including your renewal reminders. All information is secure.

<https://bristolpegasus.com/manage-your-membership/>

**Membership is for a year from renewal or joining date.**

## **A warm welcome to our new members this month:**

Sean Gay, Graham & Andrew Spratt, Sean Dabinett, Andrew Scott-Green, Matthew Gravatt, Alice Fowweather, Roger Neville, Andy Eaton, Anthony Reed, Hannah Samuel & Tim Milnes, Chris Lomax, Rachael Jenkins, Neil and Carol Thomas.

**Please feel free to write an article for Backfire or email us with any requests or suggestions on how to best meet your motorsport needs.**



## ***Bristol Pegasus NEEDS YOU !***

The successful running of this club relies on its volunteers. Can you help? We need marshals, organisers, willing helpers, venues and ideas to make this club even better. Tell us what **YOU** want from this motor club.



## **Random Ramblings**

*by Martin Emsley*

Well, what can I say after being somewhat disappointed at the Autosport Show and certainly you know with hindsight, Race Retro left an awful lot to be desired but The Practical Classics Restoration and Classic Car Show was amazing, went up on the Friday, the show was just a perfect size; I've gotta say three halls at the NEC was enough to see, loads to do and some absolutely fantastic cars.

A favourite display was the barn-find section; in amongst which was a Facel Vega and I immediately thought that it would be an ideal car for "Jones the Speed" to follow on from his previous Gordon Keeble though looked like it needed a 'bit' of his TLC and a lot of dosh.



So much of interest; a unique estate version of the TR7, a gorgeous NSU Sports Prinz, cracking little car absolutely delightful. There was a Chitty Chitty Bang Bang, great film, transported me back to my childhood (did I ever leave it?) any number of gorgeous E-Types, cannot pass by without mentioning of course the MX5 OC were there including a most glorious speedster version of the Mk 1 or NA.



Ford Escorts caught my eye, this time there was a pristine Mk1 1300 same as I had at one time, in much better condition by the way, but what really got me was Escort RS2000s for £45K absolutely unbelievable, plus huge amounts of money for Sierra Cosworths.

There was a great mix from the mundane to exotic to the hot rods and micro cars as well, yes so much to see. Richard took a shine to the Rover P6s he has always liked them and there were any number to admire. There was the MX5 recycling or was it upcycling opportunity with the MEV Exocet or the Tipo 184, now personally I can't see the point of either those, the Tipo 184 is a nice looking like an Alfa 1930s GP single seater race car but no practicality to it at all. I understand there's going to be a race series, but to use it on the road just seems a bit crazy to me. Now with the MEV Exocet it's like an Ariel Atom, there's no protection and no storage, I just don't really get it, you're very exposed and I suppose they can be exhilarating but I wouldn't want to go on tour in one of them.

There was one of those gorgeous little Renault 8 Gordinis in French Blue, some smashing stalls in the auto jumble one where they cut silhouettes out of metal; car signs, cars silhouettes, animals, garage signs, really good. Back to look at some of the cars again and going back to this whole business of the barn find stand; A very old Jaguar there which was literally collapsing on itself, was it really worth restoring, wouldn't it cost more than it would be worth?

There was an attractive old Chevrolet which I took a shine to which led to a good conversation about why are we unable to unearth barn finds, that we would only find vehicles we were not that interested in, but then on the other hand I'm not sure I really want to involved in money & time restoring some of these vehicles.

A Mini with a boot on it and I thought it was homebrewed but it turns out it was actually a kit back in the day.

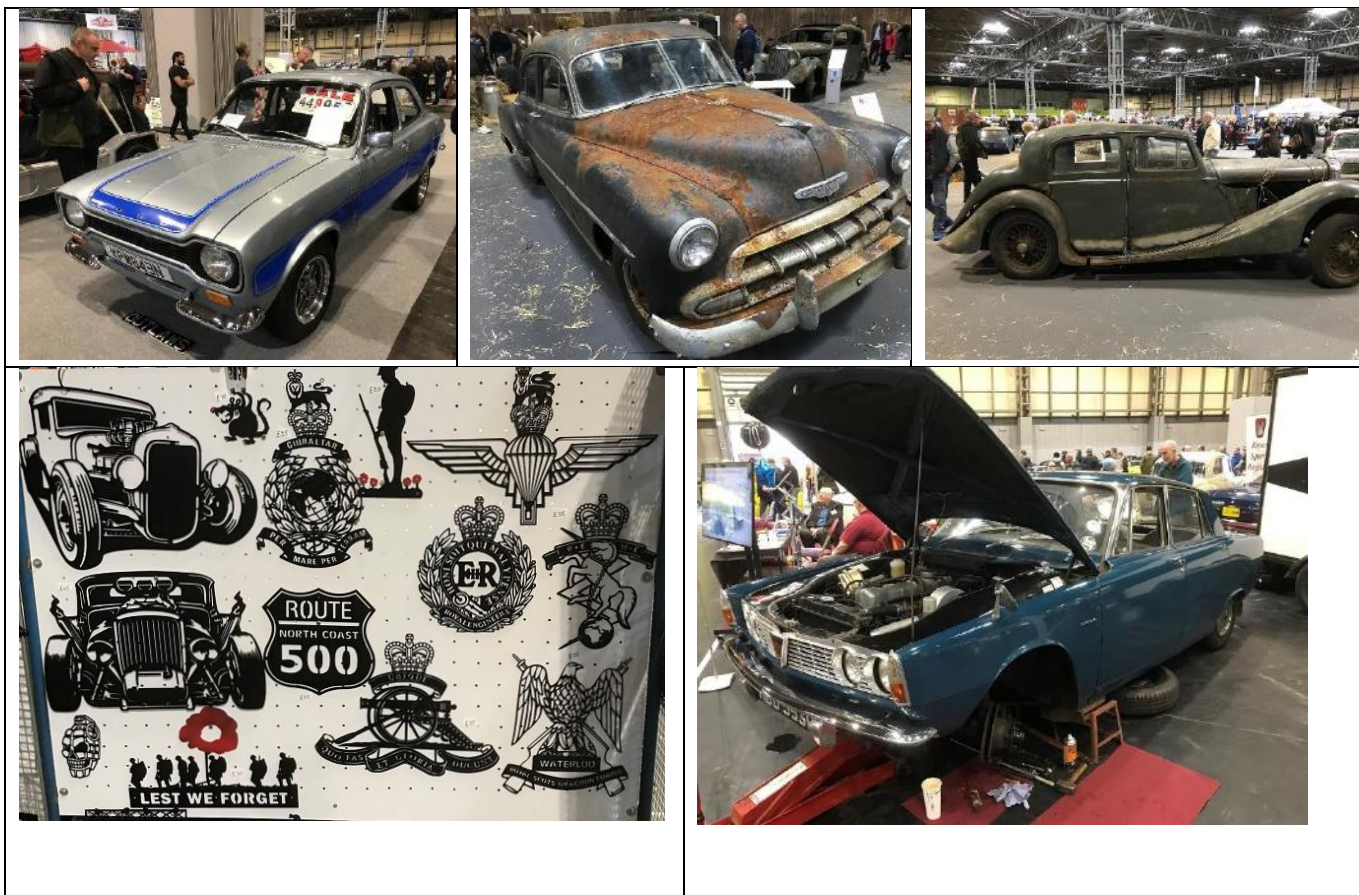


Back to our friend "Jones the Speed" when we saw a ripe for restoration Marcos 1600GT? not quite sure, with Wolfrace wheels was it Volvo or Ford, it looked to me the same as the old Corgi toy toy. For those who like the more mundane in life the auction park had some tractors including one from Lamborghini, just imagine going home and telling your friends you had just bought a Lamborghini.

It was a cracking day out though I still don't get it; you know I like my model cars but in in the auto jumble there's some huge stands with many thousands of model cars on them, they must have to sell an awful to afford to have the stand and you know I look at them and I'm absolutely spoilt for choice I don't know what to buy so I didn't, blimey, some of them cost more than I have paid for real cars, mind you the models look in better nick. I certainly will be going back to that show next year.







## GT40 Story

*by Bob Bull*

My story started in 1966 at Le Mans which most people remember as Ford's 1,2,3 win. I was there with a bunch of apprentices from Bristol Aeroplane Company Technical College. The GT40 was the result of the Ford/Ferrari wrangle and was yet to enjoy the iconic status it now enjoys. A few years later, I was in awe of Ron Fry's GT40 that regularly raced at Castle Combe. Many years later having worked with my brother-in-law on his self-built Silhouette GT racer which my son drove to some success at Castle Combe he decided to sell the car and build a GT40 replica.

My enthusiasm had been kept alive due to annual visits to Goodwood and a visit to Classic Le Mans in a 1967 Lotus Elan that I rebuilt in my early retirement. We visited shows and discussed our options with Kit suppliers and GT40 enthusiasts, it seemed the ex-Southern GT kit now supplied by AK sportscars was a good choice. A deposit was made, and we started to discuss options.

During my son's racing years, we mainly used Avon tyres and as they, make a GT40 spec tyre they were an obvious choice, when we learnt of their closure at Melksham (they were purchased by Goodyear who are now closing them!) we ordered 2 sets of tyres which became our first acquisition.

Finding myself in Peterborough I called into AK Sportscars to view their impressive facilities and get a first look at our components.

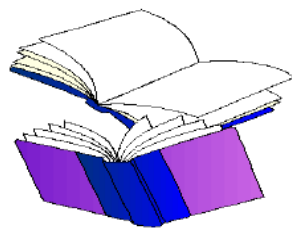


A hub assembly was the only part I could fit in an MX5 so that was our first component.

Jerry, my brother-in-law, researched the engine options and having built our 2.3 EcoBoost race engines decided to build the V8 from components rather than rebuild a crate engine.

Pictures next month as the kit arrives.

**Help raise funds for Wiltshire Air Ambulance**



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# The Club at BAWA

*by Pete Stowe*



50 years at



The BAWA sports and leisure centre at Southmead Road, Filton has been a regular meeting place for the Club since 1973. In addition to hundreds of club nights, initially in the old sports pavillion lounge, and later using function rooms in the new centre, it has also been the venue for some special Club events.

In June 1976, to mark the opening of the new BAWA social centre, the Club organised a driving test competition and a small display of members' cars including: Mike Manning's partially restored 1902 Peugeot, Gerry Bath's self-constructed Minim GT, the Formula Junior Elva-DKW of Bob & Lesley Hart, Bruce Oglivie's 1974 Oglivie Clubman's car, John Page's 1935 Alvis Speed 20, and a 1928 Lagonda tourer borrowed from Holders of Congresbury by Dizzy Addicott.





Overall winner of the driving tests was Ben Courage (NSU), other award winners were Dave Manning (Mini Traveller) and Jerry Irwin (Imp), and the 25 competitors also included Bob Bull (Cortina), Cheryl Bull (Imp), Mal Allen (Morris Marina), and John Page in the Alvis.



In the 1980s the Club had displays and ran driving tests at the BAWA Gala Days. In 1983 (above) Rob Morley's rally Talbot Sunbeam, Dave Smith's 750 Formula Centaur and Clive Kett's modified Austin-Healey Sprite were displayed alongside the Vauxhall Chevette HSR of Russell Brookes, loaned by Andrews Heat. In 1986 (below) Ford loaned Stig Blomqvist's Group B Ford RS200 (with bodywork modifications recently sustained on the Acropolis Rally), lined up beside Martin Hart's competition Metro and Dave Foster's stage-rally Vauxhall Astra.





In 1995 BAWA was the venue for the Club's 50<sup>th</sup> anniversary celebrations, and for several years in the 2000s/2010s was the start location for the ACE Classic Tour.



Above: 2014, with Mike Bell's Scimitar SS1 alongside the ACE banner.  
Below: Howard Johnson's Metro 6R4 on display at the start in 2006.



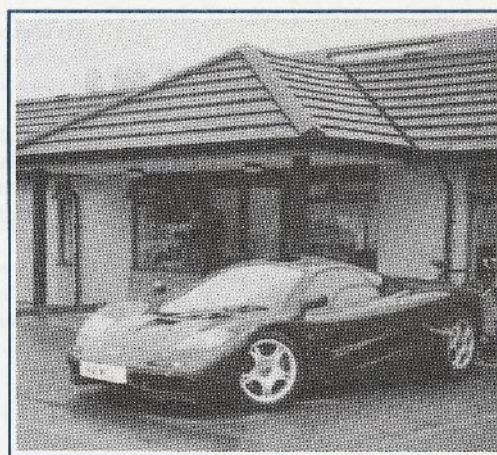
Among the many guest speakers who've appeared at Club Nights have been Denis Jenkinson, Stuart Turner, Jem Marsh, Terry Sanger and Mike Costin, and some others who brought their cars along too. In October 1984 Nic Mann told a huge audience how he'd developed a standard Morris Minor into a record-breaking hillclimb machine with 500 bhp turbo-charged, fuel-injected, Rover V8 engine.



And in 1995 McLaren Cars' Production Director Derek Wealand visited to talk about the development of the Gordon Murray designed McLaren F1 road car, parking his 'daily drive' outside.

## £1½ Million McLaren F1 Pays a Visit!

Members and guests visiting the Leisure Centre on the evening of 5th September may have wondered if the black car parked by the sports entrance was for the winner of the next prize draw or perhaps one of our members had won the national lottery. Unfortunately not, the car was the transport of Derek Wealand, the Production Director of McLaren Cars who had been invited by our Motor Club to give a talk at their September club night. Derek arrived in a McLaren F1, three seat, 230 mph, £1½ million sports car produced by McLaren Cars, the sister company of McLaren International who produce the Grand Prix cars.



*The ½ million McLaren F1  
parked at Sports Reception*

BAWA Scene  
October 1995



## BPMC Pin Badges



Delightful 20mm diameter BMC pin badges in black nickel, red / white enamel finish.

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Polo shirts £6.50 each and sweatshirts £10



**Sweatshirts & polo shirts are available in the following colours and sizes:**

White, grey, light blue, royal blue and black - S, M, L and XL.

## 2023 F1 Calendar

	Grand Prix	Circuit	Race Date
8	Spanish	 Circuit de Barcelona-Catalunya	4 June
9	Canadian	 Circuit Gilles Villeneuve, Montréal	18 June
10	Austrian	 Red Bull Ring, Spielberg	2 July
11	British	 Silverstone Circuit, Silverstone	9 July
12	Hungarian	 Hungaroring, Mogyoród	23 July
13	Belgian	 Circuit de Spa-Francorchamps, Stavelot	30 July
14	Dutch	 Circuit Zandvoort, Zandvoort	27 August
15	Italian	 Monza Circuit, Monza	3 September
16	Singapore	 Marina Bay Street Circuit, Singapore	17 September
17	Japanese	 Suzuka International Racing Course, Suzuka	24 September
18	Qatar	 Lusail International Circuit	8 October
19	United States	 Circuit of the Americas, Austin, Texas	22 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	29 October
21	São Paulo	 Interlagos Circuit, São Paulo	5 November
22	Las Vegas	 Las Vegas Street Circuit, Las Vegas, Nevada	18 November
23	Abu Dhabi	 Yas Marina Circuit	26 November

# Bristol Pegasus Fantasy Formula One 2023

## *Positions after Miami GP*

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	489
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	477
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	476
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	421
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	417
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	415
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	393
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	390
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	364
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	356
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	351
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	329
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	323
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	320
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	300
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	296
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	296
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	295
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	294
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	294
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	294
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	289
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	287
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	283
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	282
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	281
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	274
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	273
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	245
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	224
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	222
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	216
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	213

Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	201
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	180
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	177
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	166
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	155
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	150
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	143
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	143
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	107
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	82

## Memories

*by Ralph Colmar*

With a change in circumstances since I last wrote I hope you will indulge me as I celebrate some motoring highlights of my much missed and loved Mum, Ilse (recently deceased). She was born on a small-holding near a town called Velbert not far from Duesseldorf. A keen skier as a child she could not wait to start driving when she turned 17. Luckily her older brother Karl Heinz indulged her enthusiasm by teaching her to drive his Goliath, a two stroke, three wheel milkfloat!



I recently learned once Mum had passed her test she borrowed said Goliath for a weekend and with a half a dozen friends on board drove 90 miles south to complete a touristenfahrt lap of the Nurburgring, I do not know how long that lap took but I'd have given my right arm to hear and see her and her friends laughing all the way.



Mum had an uncle who had a Borgward which remained a favourite of hers until the end. Once married and having had me Mum wasted no time in encouraging and teaching me to take an interest in various hire vehicles, mostly Beetles, that passed through her hands.



By the time I was four Dad was working in Cyprus as a Civil Servant attached to the Royal Electrical and Mechanical Engineers. In less than a year Mum & Dad had saved enough to buy a brand new Pininfarina Austin A40 Countryman MkII which on collection we named Daisy, as we would every other car we owned. Every Sunday we would pack a picnic and either explore the lovely Mediterranean island or spend the day at Mackenzie beach.



When Dad got posted back to the UK he was given permission to drive the little A40 back to the UK from Istanbul which took us about two weeks travelling only by day and making a couple stops in Austria and Germany along the way.

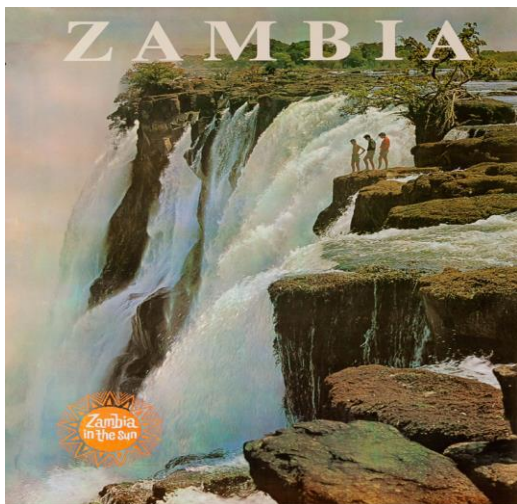


Mum's next big driving adventure came a few years later after Dad took an engineering job on the copper mines in Zambia. He went ahead and Mum and I followed, on the 36,000 ton ship Windsor Castle, with a brand new Ford Escort Estate fitted with a low compression 1300 engine to cope with the altitude as most of Zambia is over 1000m above sea level.

The ship stopped in Las Palmas, Cape Town, Port Elizabeth, now Gqeberha and East London before arriving at Durban where we were met by Dad. We then drove up to Zambia via Johannesburg, Wankie National Game Reserve. We stopped at Livingstone for a couple of days to enjoy the Victoria Falls and a boat trip on Lake Kariba behind the Kariba Dam and then motored up to Lusaka before arriving at our new home in Mufulira. Mum loved driving around the game reserve where we saw a couple of black rhino and the first of many of the big game cats we would see over the ensuing 8 years.



During school holidays I'd fly back from school in the UK and we went on adventures further north through Tanzania usually stopping at the Ngorongoro Reserve located in the vast 250sq mile crater of a volcano that exploded around 2 million years ago.



We went up Kilimanjaro and I got altitude sickness on the first trip but on the second Mum got me up to the last 1,000 feet or so, up the scree slopes to the top, 5 exhausting steps at a time.

On our first trip to Nairobi we arrived on the same day as Hannu Mikkola and Gunnar Palm became the first Scandinavian winners of the East African Safari Rally in their Escort RS1600.

After a night in the Norfolk Hotel we motored through the Tsavo Game Reserve to Mombasa and up to the fools old lands of Malindi which back then was almost deserted.

On the way back we usually went via Dar es Salaam before cutting across inland again to make it back to land locked Zambia. We had the Escort for 3 years before getting a FIAT 124 Special which my mum absolutely adored driving. Mum also taught me how to drive in the FIAT in Luanshya which had become our new home.

After my school days Mum and Dad moved back to the UK, Dad started working freelance in the oil industry which regularly took him for short periods to Algeria, Saudi, Kuwait, Texas, Grimsby and Aberdeen. Every couple of months Mum would love to drive to Germany or Austria for walking holidays in the summer and skiing holidays in the winter.



During this time the cars that passed through her hands included a Mk11 Ford Escort Estate 1300, a Renault 18 and while I was working at a Volvo dealership in London she ordered a white Volvo 340DL 1.4. The day after ordering it Dad phoned me up and asked me to make it a red one and not to tell her.

Come the day of delivery Mum could not believe what she was looking at and her face erupted in tears of joy as she started to comprehend the colour. At the time Mum was working 5 miles from home so the Volvo did not have many miles on it when she sold it 5 years later to make way for a demonstrator Passat which I procured from a dealership within the Lex Group where I was working.

Mum and Dad took the train to Edinbrugh to collect it and absolutely loved it especially when they were driving it in the Alps. By now Mum was secretary to the Sales Director at Robert Bosch and commuting 120 miles a day.



While at Bosch Mum was asked to organise a Sales team bonding day at a kart track near Milton Keynes and was invited to take part. Unbelievably approaching 60 she only went and won the only driving competition she ever competed in.

Just before she retired Mum passed me the Passat with 150k on the clock and replaced it with a brand new Golf Mk IV Estate, this car was also regularly taken to Europe during the early days of her retirement but she did not enjoy it as much as the Passat, the latter of which some club members might remember I drove in the Cross Trophy with Laura Moss in the passenger seat.



Ten years ago the Golf IV, which I also drove in the Cross Trophy, made way for a Golf Mk VI, which she enjoyed even less, the cars were getting bigger as she was getting smaller!

However this did not stop her passing her Institute of Advanced Motoring test shortly before her 80th birthday.

Recently I introduced Mum to Madge and on sunny days she loved me taking her shopping with the roof down. Mum grudgingly promised not to renew her driving licence next year and carried on driving with her foot hard on the pedal of love until the day before her fatal stroke. I hope the man with the big white beard and Jesus boots reunites her with the Borgward she so loved as a teenager.



## Club Facebook Group

- You can organise informal meetings with fellow members
- You can view/send event invites.
- You can view/post Items for sale

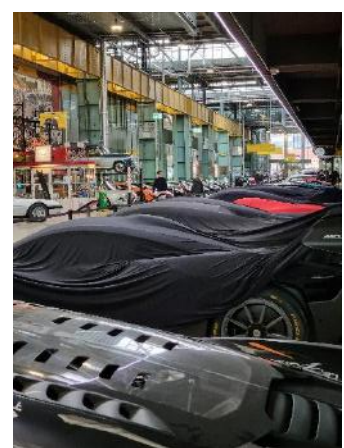
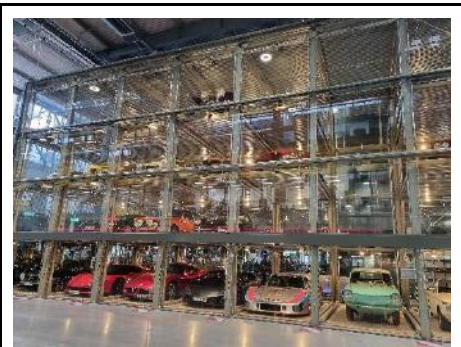
<https://bristolpegasus.com/facebook-group>



# MUNICH MEMORIES - Part Three

*by Nick Wood*

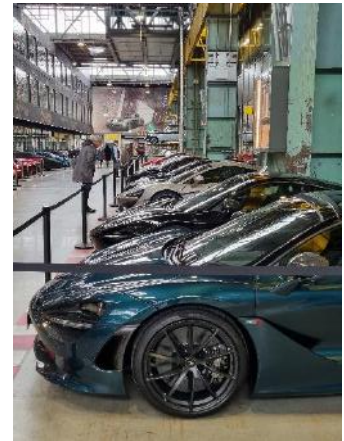
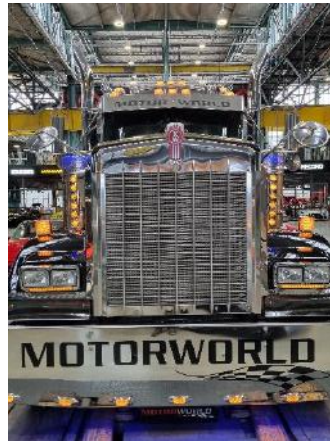
And last but not least Motorworld. What an amazing place this was. And admission was free. There's even a bar and restaurant!







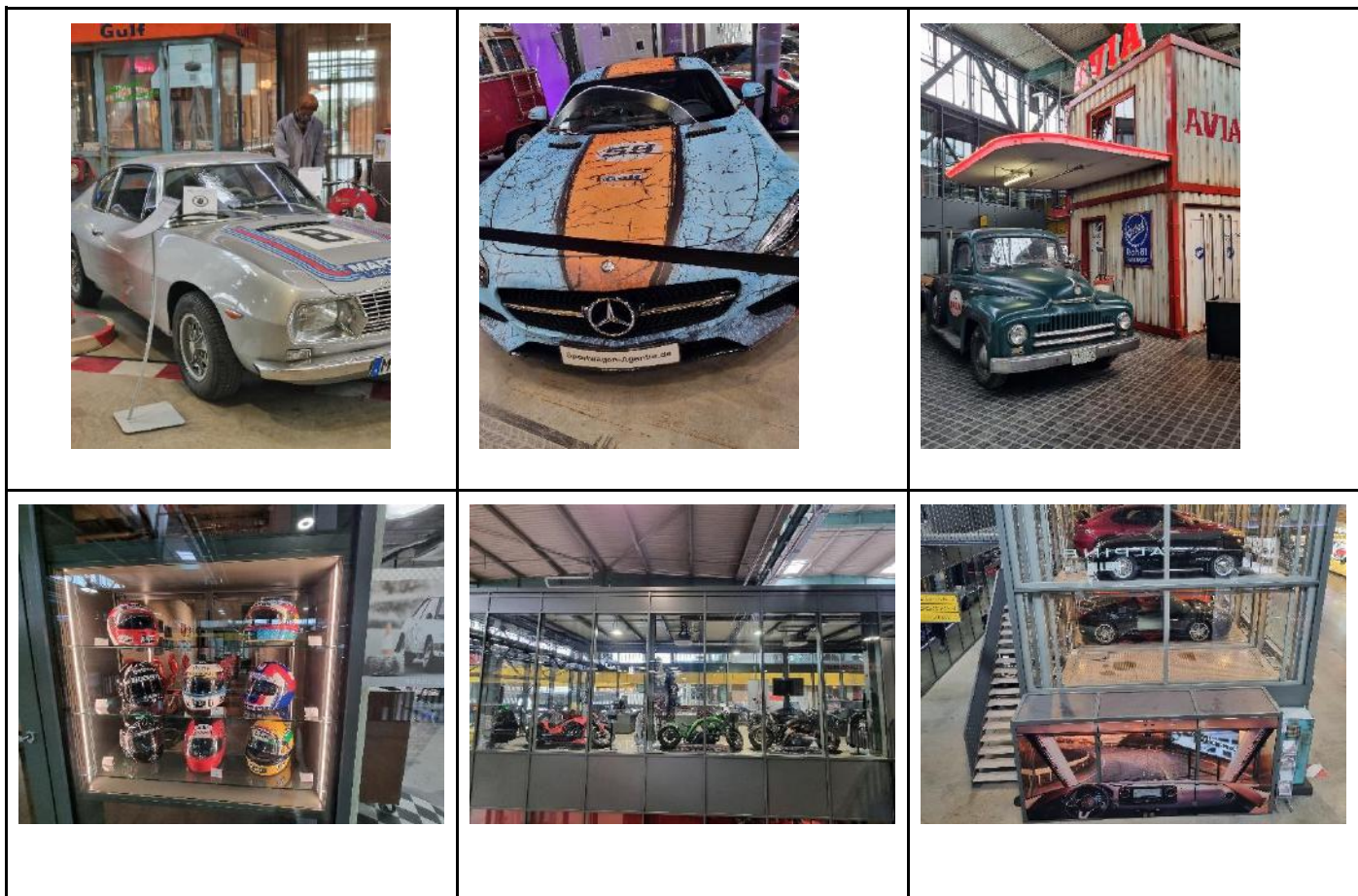
This car converts into a helicopter



Don't forget to use the ceiling







And that's all from Munich folks!

**BREAKFAST MEET - PETROL & STEAM**  
**Sunday 28th May at Dean Forest Railway, Forest Road,**  
**Lydney GL15 4ET**  
**from 0930**

**All types of transportation welcome**

**Refreshments Available**





## ACE CLASSIC CHARITY TOUR SUNDAY 4TH JUNE



The start is at Washingpool Farm, Easter Compton. We will have our own parking area and there is a cafe serving breakfast and toilets.

### **This year we are supporting the Willow Trust**

The aim of the Willow Trust is to provide a unique opportunity for people of all ages with a disability or serious illness to enjoy a therapeutic day out on the water. Each year up to 7,000 children and adults with disabilities and serious illnesses spend a day on board our two fully wheelchair accessible broad-beamed boats on the Gloucester-Sharpsness Canal.



The lunch stop will be where the Willow Trust boats are moored near Frampton on Severn, with a small cafe and toilets. Additionally someone from the Trust will be there to show people around the boats and talk about their work

The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charity and have an enjoyable day's motoring.

**Online entry and more details at <https://bristolpegasus.com/events/ace-classic-tour-2023/>**

## **CLUB NIGHT MONDAY 12<sup>th</sup> JUNE**

**Change of venue for June.**

**The Boars Head, Main Road, Aust BS35 4AX.**



## **FRENCHAY VINTAGE AND CLASSIC VEHICLE SHOW**

**Saturday 15<sup>th</sup> July**

To be held in conjunction with the hugely popular Frenchay Flower Show and for the first time in a dedicated display area adjacent to the main show ground (in previous years vehicles have been displayed in the car park next to the Village Museum somewhat distant from the show ground). There will be a picnic area for the use of those displaying vehicles and direct access to the show ground and its many attractions and facilities.



Pre 1995 vintage and classic vehicles including bicycles, motorcycles and cars all welcome. It's free to display your vehicle and picnic within the vehicle display area. Hardstanding available for the display of motorcycles.

Entry for vehicles to the display area will open at 10am and close at 12pm with the Flower Show stalls opening at 12:30pm and the Flower Show exhibitions at 1:30pm. Once in the display area, vehicles will not be permitted to leave until 5pm, so as to minimise vehicle movements for the safety of the public while the Show is open.

No need to pre-book just turn up on the day but if more information required please email [vintagevehicles@frenchayflowershow.com](mailto:vintagevehicles@frenchayflowershow.com)

## **PEGASUS TRIP**

### **MERCEDES WORLD & BROOKLANDS**

### **Saturday 5<sup>th</sup> August**

**Mercedes World** offers an exclusive insight into motor sport technology past and present. Or take a seat in our most realistic F1™ simulator and get ready for the ultimate racing experience. Made from an official Mercedes-AMG Formula One show car.



**Brooklands** - step back in time to the days of innovation, determination and record-breaking on the site of the world's first race track. Explore the historic site which is brought to life through collections of motor vehicles, aircraft, landmarks and exhibition spaces that explore Brooklands' unique past. Visit the Motoring Village



and see the cars that raced on the historic race track, discover the Aircraft Factory exhibition inside the restored Wellington Hanger, step aboard Concorde and walk on the legendary banked track.

**Please contact Nick Wood to reserve your place 07786936941**



# CASTLE COMBE TRACK AND TUITION DAY

## Saturday 19<sup>th</sup> August

Entries now open. **£155** for non-members and **£145** for members, buys the driver 4 sessions out on the track with a small group of six cars for a maximum of 5 laps at a time. If the weather is good and everything runs smoothly, additional runs can be had towards the end of the day. Close at 5pm.

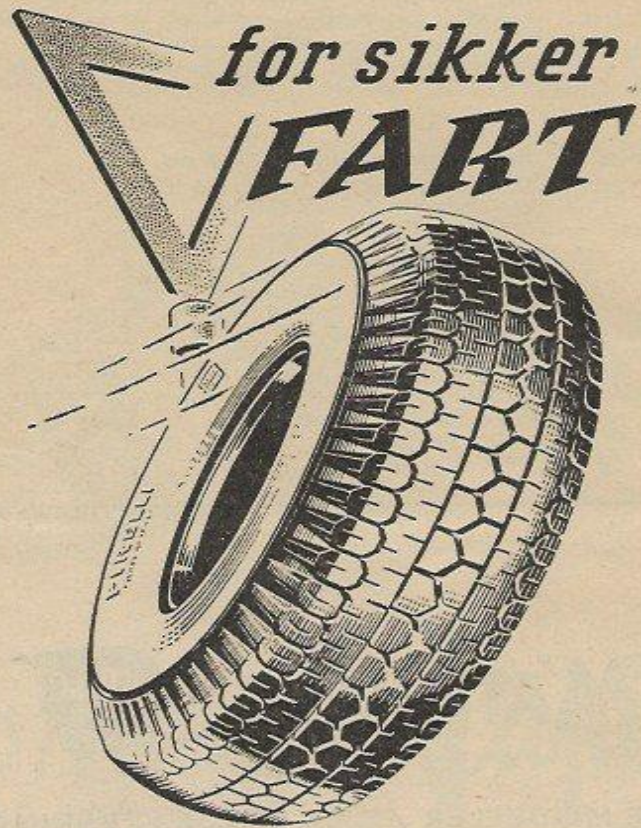
There will be a display of cars like last year's successful Anniversary Track Day and a track parade at lunch-time. Camping is available Friday and Saturday night.

Castle Combe catering are going to do a BBQ for us in the evening at a cost of £6 per head and the bar will be open. We also hope to have another band.

<https://bristolpegasus.com/castle-combe-track-and-tuition-day/>



# BACKFIRE



**PIRELLI**

**CALLING ALL MEMBERS**  
***We are thinking of changing our club night to  
a Wednesday or Thursday Night.***  
***Please email your preference to***  
**[backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

## **2023 Events Calendar**

Sunday 28th May	Breakfast Meet	FOD Steam Railway
Sunday 4th June	The ACE Classic	Washingpool Farm
<b>Monday 12th June</b>	<b>Club Night</b>	<b>Boars Head Aust</b>
Saturday 24th June	Llandow Sprint	Llandow Circuit
Sunday 25th June	Breakfast Meet	FOD Steam Railway
Monday 10th July	Club Night	TBA
Saturday 15 <sup>th</sup> July	Car Show	Frenchay
Sunday 30th July	Breakfast Meet	FOD Steam Railway
Saturday 5 <sup>th</sup> August	Club Outing	Brooklands & Mercedes
Monday 14th August	Club Night	TBA
Saturday 19th August	Track-day	Castle Combe Circuit
Sunday 27th August	Breakfast Meet	FOD Steam Railway
Monday 11th September	Club Night	BAWA
Sunday 24th September	Breakfast Meet	FOD Steam Railway
Monday 9th October	Club Night	BAWA
Saturday 21st October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	FOD Steam Railway
Monday 13th November	Club Night	BAWA
Monday 11th December	AGM & Club Night	BAWA

**DEADLINE FOR NEXT BACKFIRE JULY 5<sup>th</sup>**

**Contributions welcomed**  
**email [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) by the above date**