

Backfire

Bristol Pegasus Motor Club Magazine



Race Retro Edition



March 2013

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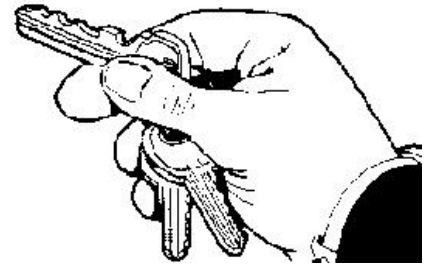
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Backfire

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By Ian Hall

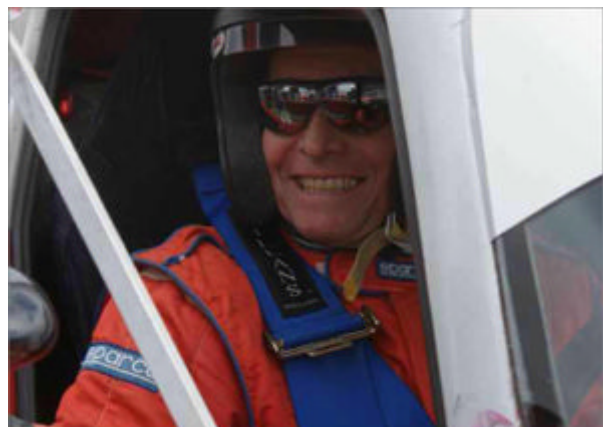


If you are a motor sport enthusiast like me you'll probably be suffering withdrawal symptoms by this time of the off season – unless you have rallying and trialling interests that is. Top Gear on the box is all very well – sometimes good – other times stupid.

Race Retro with other BPMC members was a great start to the season. Stoneleigh near Coventry/Warwick has much improved since my last visit to a Kit Car show there many years ago. It was actually warm and had carpeted floors whereas last time it was freezing February and hard concrete. There were plenty of beautifully maintained or renovated classic cars and racers; sadly all were silently static so my 'noise fix' was The Australian Pink Floyd at Bristol's Colston Hall – awesome!

For our next club meeting on March 11th at BAWA room 4 we are lucky to have Dave Franklin returning to show us some DVDs of his Historic Racing. Hopefully he will be accompanied by the 'Gang of other Bristolian Racers' – Ted Williams, John Chatham, Terry Smith, Dave Harris, Terry Osbourne and all - which should make the evening entertaining. Get your questions ready! Please meet in the adjacent bar which opens at 7pm prior the start at 8pm. All are welcome and bring along any like- minded friends.

IAN HALL – CHAIRMAN.



Editorial



Welcome to the Race Retro edition of Backfire, the 28 days of February seem to have gone by in a flash and my motoring month has been fairly restricted, apart from Race Retro the only other motoring related activity I have engaged with is a trip to the Morgan factory; details of a new competitor-aimed limited edition known as the Baby Doll VI appear in this issue.

Bob Bull has kindly sent in a topical tip for MINI owners if you have any topical tips you would like to share do not hesitate to e-mail me, likewise if you have any other ideas for features you would like to see appear in Backfire.

As I write this I am looking forward to driving in tonight's navigation exercise with our Chairman Ian Hall as navigator, I am also hoping to make it back from London to catch David Franklin's talk at BAWA on Monday the 11th.

I've brought forward the deadline for next months Backfire to the 27th of March in anticipation of either finding a navigator's ride for the Lands End Trial or overdosing on motor sport in a spectator's capacity at Brands Hatch, Thruxton and/or Castle Combe over the Easter weekend.

Thanks to every one who has contributed to this month's issue of Backfire, wishing you a safe months motoring.

Ralph Colmar - Editor

e-mail: backfire@bristolpegasus.com



Pit Lane Exit News

Membership Secretary e-mail address

Final confirmation of our club Membership Secretary's e-mail address :-

bobbull@bobbull.co.uk apologies for any confusion caused by previous incorrect details. You can also use **membership@bristolpegasus.com** to get in touch with Bob.

Club Night 11th March - BAWA

Guest - David Franklin

We are very honoured to welcome back local historic ace David Franklin. David has some outstanding onboard footage from some of his recent outings which he has generously agreed to come and share with us. Spa - Ferrari 275GTB, Monza & Classic Le

Mans - Aston Martin DB4GT and Spa - Ferrari 512M (See this from inside at 199mph!!) Sure to be a great evening and one not to be missed.



Bar opens at 7pm. David's talk begins at 8pm prompt in room 4, BAWA Leisure Centre, 589 Southmead Road, Filton, Bristol, BS34 7RG

Clean out those little grey Cells

Tim Murray's BPMC Quiz 8th April

Tim Murray will be setting a Quiz for our monthly meeting at BAWA on April 8th; the quiz format will be: teams of up to four people; questions half-and-half motoring/motor sport and general knowledge, with rounds on specific subjects (eg F1, Rallying, History, Entertainment etc). There will be prizes for the winning team and probably for the runners-up too.

If you're not part of a team of four already do not hesitate to turn up to join a new team.

Bar opens at 7pm The quiz begins at 8pm prompt in room 4, BAWA Leisure Centre, 589 Southmead Road, Filton, Bristol, BS34 7RG

Editor's Note I look forward to seeing what teasers BPMC's quiz master comes up with. Here is a general knowledge question with no prizes :-

Who wrote Back Fire ?

Answer on the back page of this issue.

Marshals Wanted

I have received a couple of calls for marshals this month

First from Bristol Motor Club's **Great Western Sprint** Chief Marshal Tony Shearman who is looking for marshals at Castle Combe on **March 23rd**, Tony tells me that marshals will be given free lunch in The Tavern Restaurant in the Combe paddock.

Tony can be contacted by email: sheart600@btinternet.com or Mobile: 07990 736 870 and at Home: 01980 622078 (19.30 - 21.30)

Secondly from **Devizes and DMC Myotis Rally** Chief Marshal Keith Edwards is looking for nocturnal marshals on 20th/21st April for the fourth running of this event on Salisbury Plain, which starts from Fussell Wadman Ltd. Devizes at 10:30 pm. Keith tells me OS maps 173 and 184 would be useful and that volunteers will receive a full english breakfast at the Bear Hotel in Devizes .

Keith can be contacted by email Keithkre@aol.com or speak to Keith or his wife Janet on 01225 755077

Colin Ladd



It is with great sadness that we learned of the passing of BPMC member Colin Ladd on January 29th.

Left: Colin is seen competing in the 2011 Cross Trophy in his blue Citroen AX

A full appreciation of Colin's life will appear in next month's Backfire, meanwhile we offer our sincerest condolences to Colin's family and friends.

Howard Strawford

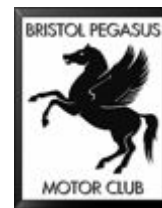
It is also with sadness that we have learned of the passing of Castle Combe's Howard Strawford. Appreciations of Howard's life, by Ian Hall and Pete Stowe, appear in this issue. We offer our sincerest condolences to Howard's family and friends.





LLANDOW

May Sprint 2013



Llandow Circuit, Vale of Glamorgan

SATURDAY 11th MAY 2011

The Trident Engineering Welsh Sprint and Hillclimb Championship
The Bridge Tyres & Wheels ASWMC Sprint Championship
The Lotus 7 Club Speed Championship
The Luffield MG MGCC Speed Championship

Following last years very successful three club co-promoted Llandow Sprint we will again be returning to Llandow in May. The 2013 event will be organised by ourselves and BMC. Welsh Counties Car Club are not able to join us this year due to illness of a key member of their organising team - we hope they will be able to join us again in the future. As well as the club championships the event will be an ASWMC and WAMC round and will again include the very popular Lotus 7 Championship. For the first time this year we will also be joined by the MGCC Luffield Speed Championship.

Entry details from the club website or contact Entries Secretary Cherry Robinson on 01275 833098 for a printed copy.

Jimmy Jimmy - Race Retro 2013

Hard to believe but just three short years ago I made my mind up to join the BPMC after Tim Murray kindly informed me that there was a spare ticket going to Race Retro 2011.

I had volunteered to do the driving for this year's event but unfortunately I required medication that prevented me from driving, so Nick Wood kindly stepped up to the plate at the last minute.

Greeting us in the foyer at this year's event was the Lotus 25 seen in David Garnett's front cover photo. This is the 1962 Lotus 25 chassis R5 about which I have written a separate article in this month's issue of Backfire.

One of the themes of this year's show was Jim Clark and the Team Lotus first World Championship victories in 1963. Classic Team Lotus brought along the Lotus 25 chassis R4, sans Coventry Climax motor, with which Jim Clark won 7 out of 10 races on his way to the 1963 Championship, and his road going Lotus Elan 1500.



Not far away was the Lotus 79 chassis 79/3 that Mario Andretti drove in the Spanish, French and German Grands Prix fifteen years later in 1978, the final season in which Team Lotus won drivers and constructors championships.

The Lotus 69 Formula Ford that Tiff Needell won in an Autosport competition that started his career in 1970 was on the Thruxton stand. Tiff will be out again in the recently restored car at Thruxton over the Easter Weekend at the end of March.





The MG Owners Club stand featured the unique aluminium-bodied Kamm tail WSM MGB that was designed by Douglas Wilson Spratt and built by Peels of Kingston in 1966.

Mike Lewis raced the car in 1967 against the likes of John Gott and his Austin Healey 3000.

Of the rally cars present two caught my attention, the works Rover 2000 that 1965 European Champion Sobieslaw Zasada drove on the 1966 Monte Carlo Rally, from which he retired. This P6 was later used as a daily driver by Anne Hall then as a test hack for the 2000TC motor and 2200 model.



The second was a rare works built Alpine Renault 1600S called "Ratty" by Pat Moss who drove the car in the 1973 RAC Championship for Roger Clark.

Ratty was restored to running order by Chris Rabbets of Roadspeed in Stroud in 2003.

Possibly most fascinating of the vehicles at Race Retro was the steam powered 120 mph White Sprint Car, a recreation by Dr Robert R. Dyke of "Whistling Billy", a vehicle with which Webb Jay set a closed track record of 74 mph on the 4th of July 1905. Whistling Billy will appear at the Sywell Classic Pistons and Props event in September.



Ralph Colmar

Morgan Factory Visit

It's been a privilege over the last few years to have cause to visit the Morgan factory on a regular basis where there never seems to be a dull moment.

On my most recent visit I learned that Morgan is producing a limited edition of the Plus 4 called the Baby Doll VI. The new version is based on the traditional pressed chassis, fitted with an Australian-sourced Holden rear axle like the one seen on the right.



Likewise the aluminium body panels on the latest Plus 4 are still hand crafted, a stock market analyst friend Enrique from Spain who accompanied me on my trip could not believe the hand craftsmanship he was seeing in the workshops. I reassured him that Morgan has been successfully defying industry experts for quite some time.

Enrique was impressed with the ash framework made from around 90 pieces onto which the aluminium panels were fitted. While we were in the wood work shop we saw a body frame built in 1952 that was having a couple of sill pieces replaced, otherwise the 60 year old frame was in top condition.





Owners of the new Babydoll VI can expect the same plush interior leather trim and soft top that one usually might expect from a £55,000 car, along with a quick release removable steering wheel, and battery cut off switch and two aero screens.

All of the usual quality usually associated with the body and paint finish remains on the Babydoll VI which will be available in only two colours namely Westminster Green, a shade considerably darker than seen on the Plus 4 in the trim shop on the right, and Kingfisher blue as seen below.



The road legal Baby Doll VI is fitted with a race tuned 225 hp 2 litre Duratec motor, Omex racing clutch, Tillet FIA racing seats, 4 point race harnesses, fire extinguisher, alloy Roadster wheels and Yokohama tyres.

The Baby Doll VI name comes from a series of five TR4A Morgans, Baby Doll I

- V, raced by Californian Lew Spencer in the late fifties and early sixties; the idea for the limited edition came from Morgan client Stefan Sciszka who wanted a modern interpretation of the cars that Spencer campaigned.

A factory tour of Morgan costs £12.50 and can be booked with Angela Hymas on 01684 584 4580/01684 573104 or by e-mail angela.hymas@morgan-motor.co.uk, anita.minton@morgan-motor.co.uk or sally.baylis@morgan-motor.co.uk costs £12:50 adult / £7:50 5 - 11 year olds.

Ralph Colmar

Club Night Venue

Our new regular venue is -

BAWA Leisure Centre

589 Southmead Road, Filton, Bristol, BS34 7RG

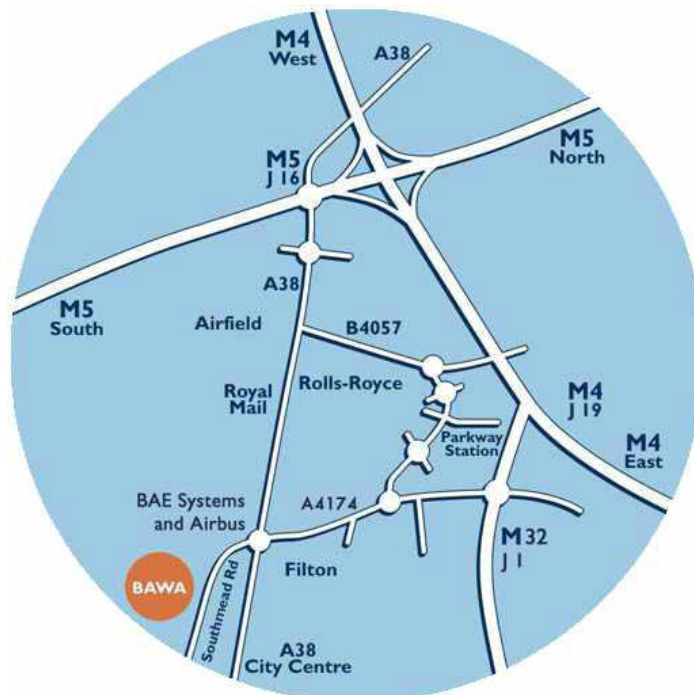


We meet from 8.30pm (8pm for AGM) in **Room 4** which has excellent views of the sports field as well as parking visible from within the room.

There is a public bar area next to our room so members arriving early may enjoy a drink and a chat before the formal club night proceedings start. During our summer

meetings we are able to open the doors to our room and have direct access into the car park

As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. We are very impressed with the updated room and bar facilities as well as the excellent view and access to our parking area. We are also pleased there will be no issues for non-BAWA members coming to our evening.



Note : Next meeting March 11th - Room 4

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

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order.

alanspencer@orange.net 01179 712587

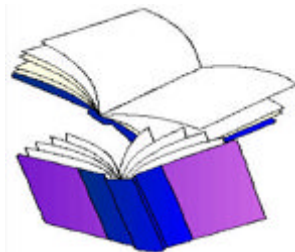
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes: White, grey, light blue, royal blue and black - S, M, L and XL.

For Bristol Pegasus Motor Club **car & windscreen stickers** contact **bobbull@bobbull.co.uk**

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**

All commission to Wiltshire Air Ambulance

The Pegasus Open Speed Championship - New for 2013



For many years the club organised an Open Championship to allow us to reward the efforts of club members competing in a wider range of events than those offered in our own calendar.

For 2013 we plan to revive this approach by running an Open Speed Championship. Members entering **any non-race speed event** can register for this and claim points for the events they enter during 2013. Each month we will keep you up to date with the latest positions in Backfire, and we hope some of the entrants may report on the events they have entered and send in pictures of their exploits.

This is an internal closed-to-club challenge and there will not be a fixed calendar of events, you can claim points for any speed event you enter including our own events. We will provide you with information in Backfire about the many events the club gets invited to during the year to give you a few ideas of what you could enter.

Registration - Competitors must register for the championship by contacting the championship co-ordinator. Speed Championship stickers will be issued which should be displayed on your car during events.

Number of Qualifying events - Your best six event scores submitted during the 2013 season will count. The closing date for points to be claimed is the 1st of November 2013. To claim points email a copy of the event results to the championship co-ordinator.

Points Points are awarded according to the formula below

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class.
- Non finishers will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).

Marshalling Credit Entrants may make a single claim of 5 points for marshalling or organising at a Speed event which will be classed as one of the competitor's 6 events.

Awards The top three entrants will receive awards. Ties will be decided by the most 1st place positions, followed by most 2nd place and so on.

Officials Co-ordinator: Cherry Robinson cherryzrobinson@hotmail.com
Championship Stewards: The Club Vice Presidents

2013 Invited Speed Events

Date	Organising Club	Venue	Event Type
23/03/2013	BMC	Castle Combe	Sprint
07/04/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
28/04/2013	Woolbridge MC	Wiscombe Park	Hillclimb
04/05/2013	Plymouth MC	Werrington Park	Hillclimb
05/05/2013	Plymouth MC	Werrington Park	Hillclimb
11/05/2013	Welsh Counties CC / BMC / BPMC	Llandow	Sprint
18/05/2013	Torbay MC	Wiscombe Park	Hillclimb
18/05/2013	Brighton & Hove MC	Goodwood	Sprint
19/05/2013	Burnham-on-Sea MC / Taunton MC	Wiscombe Park	Hillclimb
01/06/2013	BARC Wales	Pembrey	Sprint
02/06/2013	BARC Wales	Pembrey	Sprint
08/06/2013	Sutton & Cheam MC	Abingdon	Sprint
08/06/2013	Truro & DMC	Tregrehan	Hillclimb
09/06/2013	Truro & DMC	Tregrehan	Hillclimb
15/06/2013	Taunton MC / Burnham-on-Sea MC / Torbay MC	Manor Farm	Hillclimb
15/06/2013	Brecon MC	Epynt	Hillclimb
16/06/2013	Taunton MC / Burnham-on-Sea MC / Torbay MC	Manor Farm	Hillclimb
16/06/2013	Brecon MC	Epynt	Hillclimb
22/06/2013	BARC(SW)	Gurston Down	Sprint
22/06/2013	BMC	Castle Combe	Hillclimb
13/07/2013	Camel Vale MC	Castle	Hillclimb
14/07/2013	Camel Vale MC	Castle	Hillclimb
21/07/2013	Torbay MC	Clay Pigeon Raceway	Sprint
27/07/2013	BARC Wales	Llandow	Sprint
03/08/2013	Camel Vale MC	Castle	Hillclimb
03/08/2013	Brighton & Hove MC	Goodwood	Sprint
04/08/2013	Camel Vale MC	Castle	Hillclimb
07/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
08/09/2013	Bristol (5 Clubs)	Wiscombe Park	Hillclimb
14/09/2013	Brighton & Hove MC	Brighton	Speed Trial
21/09/2013	Woolbridge MC	Manor Farm	Hillclimb
22/09/2013	Woolbridge MC	Manor Farm	Hillclimb
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint

Bristol Pegasus Fantasy Formula One 2013

Competition Details - Free Entry

The Bristol Pegasus Fantasy Formula One competition is now into its 18th year and continues to be popular with members. Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully.

Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prizes – Whilst our Fantasy F1 contest is mostly for fun, a £20 gift voucher of your choice will be awarded to the winner.

We will accept entries up to the first race – the Australian Grand Prix. Entries should arrive by **Friday 16th March** - Good Luck !

Rules

- You must pick any TWO drivers, any TWO teams and any ONE engine
- You have a budget of £100m; if you exceed this amount your team will not be accepted. For every £1m under budget, 2 bonus points will be awarded.
- Your driver must finish the race to score points
- Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams/engines will still count and you will score points.
- Team & engine scores based on the highest finishing machine of your chosen make
- Engines score ½ points
- Race Bonus Points : Pole position 3 points. Fastest lap 2 points. Hat-trick (pole, fastest lap & win) 5 extra points.
- All participants have to pick a joker race, this will count as double points so pick wisely.
- Points will be as follows:
1st = 10, 2nd = 9, 3rd = 8, 4th = 7, 5th = 6, 6th = 5, 7th = 4, 8th = 3, 9th = 2, 10th = 1

The easiest way to enter is online at www.bristolpegasus.com/f1 or

Complete the entry form on the next page. If you do not wish to cut your Backfire send your entry on a photo copy or a plain piece of paper.

2013 Fantasy F1 Car and Driver Costs

Constructor	Cost (£M)	Engine	Engine Cost (£M)	Race Drivers	Driver Cost (£M)
Red Bull	60	Renault	25	Sebastian Vettel	35
				Mark Webber	30
Ferrari	50	Ferrari	20	Fernando Alonso	35
				Felipe Massa	30
McLaren	40	Mercedes	15	Jenson Button	30
				Sergio Pérez	25
Lotus	28	Renault B	14	Kimi Raikkonen	20
				Romain Grosjean	15
Mercedes	24	Mercedes B	11	Lewis Hamilton	20
				Nico Rosberg	15
Sauber	14	Ferrari B	9	Nico Hulkenberg	10
				Esteban Gutierrez	8
Force India	12	Mercedes C	7	Paul di Resta	10
				Adrian Sutil	10
Williams	8	Renault C	4	Pastor Maldonado	8
				Valtteri Bottas	8
Toro Rosso	8	Ferrari C	4	Jean-Eric Vergne	5
				Daniel Ricciardo	4
Caterham	5	Renault D	3	Charles Pic	5
				Giedo van der Garde	3
Marussia	2	Cosworth	1	Jules Bianchi	2
				Max Chilton	1

2013 Fantasy F1 Entry Form

Enter online at www.bristolpegasus.com/f1 or send form to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP or E-mail entries to andy@mosssdata.co.uk

You have £100m to spend on two different drivers, two cars & an Engine

Driver 1 :

Team 1 :

Engine :

Driver 2 :

Team 2 :

Joker Race :

(One race to score double points)

Name:

Address :

Telephone :

E-Mail:

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**
- **No experience required**



2013 Club Championships

Prepared By Chris Thompson - Changes for 2013 identified in **bold**
Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.
Points are awarded according to the formula.

$$\left(\frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- **For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.**
- **Points will no longer be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.**

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

Marshals Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 point will be awarded for setting up an event on the day before an event

- Event organisers points will be awarded to those who organise **any club event including non-competitive events** including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers control, points will still be awarded.

Officials

Championship co-ordinator : Chris Thompson

Championship Stewards : The Club Vice Presidents are appointed as Championship Stewards.

2013 Calendar - Provisional Dates

All dates & events are currently provisional

Date	Event	Time	Club	Venue
Monday 11th March	Club Night - David Franklin	8.30p m	BPMC	BAWA
Saturday 23rd March	ASWMC : Great Western Sprint		BMC	Castle Combe
Friday 29th March	Lands End Trial		MCC	
Saturday 30th March	Lands End Trial		MCC	
Sunday April 7th	ASWMC : Clay Pigeon Sprint		Bournemouth	
Monday 8th April	Club Night	8.30p m	BPMC	BAWA
Saturday 13th April	MGCC Kimber Classic Trial		MGCC	
Sunday 14th April	MGCC Kimber Gymkhana		MGCC	
Sunday 14th April	Kyrle Trial		Ross	
Saturday 20th April	Bristol Classic Car Show			
Sunday 21st April	Bristol Classic Car Show			
Sunday 28th April	Cross Trophy Trial		BPMC	Dundry
Saturday 11th May	ASWMC : Llandow Sprint		BPMC/WCCC/BMC	
Monday 20th May	Treasure Hunt		BPMC	
Saturday 1st June	Castle Combe Track Day		BPMC	Castle Combe
Saturday 1st June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Sunday 2nd June	ACE Classic Tour		BPMC/ACE	
Saturday 2nd June	ASWMC : Pembrey Sprint		BARC	Pembrey Circuit
Saturday 8th June	ASWMC : Abingdon Sprint		Sutton & Cheam	
Monday 10th June	Evening Touring Assembly		BPMC	
Saturday 22nd June	ASWMC : Dick Mayo Sprint		BMC	Castle Combe
Saturday 29th June	Llandow Track Day		BPMC/BKCC	Llandow
Sunday 7th July	Sunday Treasure Hunt		BPMC	
Saturday 13th July	Frenchay Car Show		BPMC	
Sunday 14th July	Bristol and Bath Car Tour		Riding for disabled	
Sunday 21st July	ASWMC : Clay Pigeon Sprint		Torbay	

Saturday 27th July	ASWMC : Pembrey Sprint		BARC	
Monday 5th August	Bring Your Car Club Night		BPMC	
Sunday 11th August	Gymkhana		BPMC	
Sunday 18th August	Mendip Production Car Trial		MGCC	
Saturday 7th September	Wiscombe Hillclimb		5 Clubs	
Sunday 8th September	Wiscombe Hillclimb		5 Clubs	
Monday 9th September	Club Night	8.30p m	BPMC	
Saturday 14th September	Wiscombe Hillclimb		MGCC	
Sunday 15th September	Tour and Test		BPMC	
Friday 4th October	Edinburgh Trial		MCC	
Saturday 5th October	Edinburgh Trial		MCC	
Sunday 6th October	ASWMC : Clay Pigeon Sprint		Bournemouth	
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30p m	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30p m	BPMC	
Thursday 14th November	Charity Karting		BPMC	
Friday 15th November	NEC Classic Show Club Trip		BPMC	
Sunday 24th November	Allen Trial		BMC	
Monday 9th December	Club AGM and Buffet	8pm	BPMC	
Monday 30th December	Christmas Pub Meet		BPMC	

Further events - Dates TBD

TBD February	BMC Autosolo		BMC	
TBD August	BMC Autosolo		BMC	
TBD	Breakfast Meet		BPMC	
TBD	Caring With Cars			
TBD	Speedway Club Trip		BPMC	
TBD	Stock Car Racing Club Trip		BPMC	
TBD	Mini Factory Visit		BPMC	
TBD	Morgan Factory Visit		BPMC	

For all the latest news
Why not visit our website
www.bristolpegasus.com



Deadline for Next Backfire: 27th March 2013

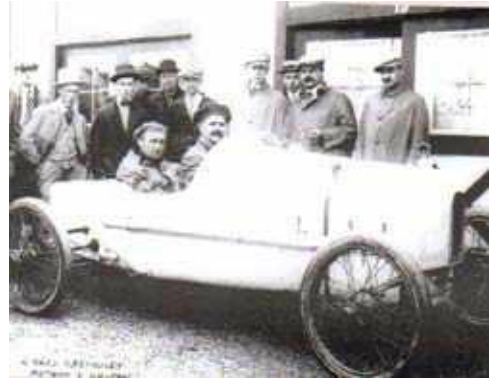
As always, we are looking for contributions for Backfire
Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

Cedric's Salvage - Lotus 25 R5

One of the stars of this months Race Retro was the Lotus 25 sitting in the foyer as depicted in David Garnetts cover photo.

The Lotus 25 is often, incorrectly, described as the first monocoque racing car, it's the first successful monocoque Formula One car, but the very first monocoque racing car is generally agreed to be the 1912 Cornelian of which around 100 were built; one of which, see right, was entered in the 1915 Indianapolis 500 for Louis Chevrolet where the underpowered car retired.



The very first monocoque to appear in a Grand Prix came from the fertile mind of Gabriel Voisin. Like the Cornelian, Voisin's 1923 Laboratoire challenger was underpowered but one of the four Voisins finished 5th in the 496 mile French Grand Prix at Tours, 1 hour 15 mins behind the winner.

After WW2 Tom Killeen, inspired by the construction of Supermarine Spitfires, patented a monocoque design in 1952 featuring 3 hoops around which he attached Hiduminium alloy sheets to build a monocoque chassis for his Killeen K1, see right with Colin Cooper at the wheel.



Tom is said to have approached Colin Chapman with his idea for building cars using monocoque construction techniques but Colin was not interested.



However in 1962 Colin revisited the monocoque idea and hedged his bets by building a run of 12 space frame Lotus 24 cars for his customers, like David Caplowe's #24 seen at Goodwood on the left, which was originally purchased by Jack Brabham.

Entering Jim Clark in five preseason non championship races Chapman and Clark proved the competitiveness of the Lotus 24 by claiming three pole positions and winning two of the races.

Simultaneously Chapman built the Lotus 25, see right, using monocoque construction and the same suspension as seen on the Lotus 24.



Chapman entered Jim in the Lotus 25 and team mate Trevor Taylor in the Lotus 24 for the opening race of the 1962 season, the Dutch Grand Prix.

Allegedly when John Cooper gave the Lotus 25 the once over in the paddock he asked Colin Chapman what he had done with the chassis. Jim qualified 3rd but finished 9th 10 laps down while Trevor qualified 10th and finished 2nd.

Lotus customers were a little annoyed that the the stiffer monocoque cars were reserved exclusively for the works team to use, when they held together they went well as Clark proved by winning the Belgian, British and United States Grands Prix in 1962



Having won three Grand Prix championship races Jim went into the final race of the 1962 season needing a win to beat Graham Hill in his slightly more reliable BRM.

Clark led the 1962 South African Grand Prix in this Lotus 25 (see left) chassis R5, from pole, but with just 20 laps to

go a tuppenny oil plug fell out causing his retirement, which handed the race win and championship to Graham Hill.

Trevor Taylor was assigned chassis R5 for the 1963 Belgian Grand Prix, the second race of the season.

During practice the suspension collapsed, causing poor Trevor to have a major accident and hit a marshals post. Battered and shaken, he continued the meeting with chassis R3, but his injuries meant he had to retire from the race on lap 5.



R5 was taken back to the factory and stripped down to the bare monocoque which was put aside for recycling. However the recycling never occurred and when Lotus mechanic Cedric Selzer found the monocoque he was given permission to take the twisted chassis home along with some other redundant parts.



Cedric then spent years accumulating enough parts, including a period correct Coventry Climax V8, to recreate the hitherto written off chassis R5, a job which he completed in 1984.

In 2007 this car changed hands for just under US\$ 1 million at auction.

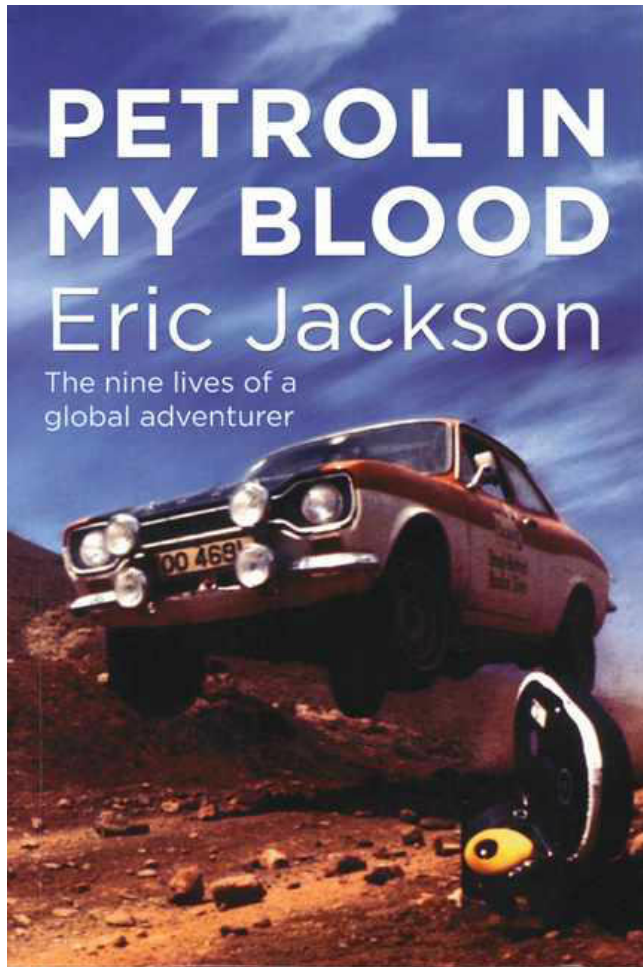
Jim Clark meanwhile used his Lotus 25 chassis #R4, seen on the right with Andy Middlehurst at the wheel, to completely dominate the 1963 season, winning seven from ten races.

With the 1963 championship success Clark and Chapman had conclusively proven the benefits of monocoque construction 48 years after it was first seen on the race track at Indianapolis Motor Speedway.



Ralph Colmar

Petrol In My Blood - Eric Jackson



When I was a kid I was lucky to be taken by my parents on several epic road journeys including Athens to London in an Austin A40 Countryman and Durban to Mufulira, I'll let you look it up, in a Ford Escort Estate.

These were sedate trips compared to those made by Eric Jackson and Ken Chambers who drove a Ford Cortina GT to set a new record for driving from London to Capetown in 13 days 8 hours and 48 mins, 14 mins faster than the previous record. Jackson and Chambers record stood for 47 years until the record was lowered to 11 days 14 hours and 11 mins in 2010 by Mac & Steve Mackenney with Chris Rawlings driving a Land Rover Discovery

"Petrol In My Blood" by Eric Jackson retells his life story from humble beginnings in Barnsley where he was the son of a traveller to becoming one of the country's leading Ford dealers.

The gripping story covers many other tales including: racing the RMS Windsor Castle from Cape Town to Southampton; driving a Ford Consul around the world; adventures in a Ford Zodiac Mk 4 which included a Monte Carlo Rally and a 100 mph average speed record for seven days and nights set at Monza with Ken Chambers, John Beckhart, Michael Bowler and John Maclean sharing the driving with Eric..

In between the records Eric also won the RAC Rally Championship and narrowly missed out on becoming a shipping tycoon. Petrol In My Blood could hardly fail to be an interesting read.

The book is self published and available from lulu.com in hardback £27.07 or paper back £12.09 mine soft back came through in a couple of days.

Howard Strawford

Sadly, though most club members will have heard, I must report that Howard Strawford – the saviour of racing and owner of Castle Combe Circuit has died following a short illness and stroke.

I have known Howard and his wife Pat since the late 1960's when they first moved from Wales to the Bristol area. He was already involved in Motor Sport both as a competitor and official. He had started organizing events for Swansea Motor Club and later became their Chairman and a RAC/ Club Steward at Llandow Racing Circuit.

On arrival in Bristol the Castle Combe Circuit was very run down and likely to close by the end of 1971. I actually competed in what we thought was the last ever race there!

Fortunately for every racing enthusiast in the South West Howard and Pat had other ideas. Over the next few years Howard managed to run a reduced programme of events by obtaining temporary planning permission.

Following a public inquiry and with support from the MSA, BRSCC and 'Star Witness for the Defence' James Hunt - the former F1 world champion - Howard obtained permanent planning permission to continue racing at the circuit.

All this was achieved against a few local protesters and so called local dignitaries who included a new resident to the area. Fortunately the defence had the evidence-destroying knowledge that this vociferous resident had failed to close down Brands Hatch Circuit previously!

Howard, a very shrewd businessman and an absolute gentleman, purchased the circuit in 1976 and was then able to push ahead with his vision of developing Castle Combe. A facility almost unrecognizable - save the basic track layout - to that of my memories of my first visit there as a teenager in the early 1960's.

During the time Howard developed Castle Combe circuit he became Chairman of the BRSCC and latterly he started the Castle Combe Racing Club. In 2010 he was awarded a Lifetime Achievement Award from the MSA.

Rest in peace my friend – we will all miss you. Thank you for making Combe the circuit as we know it today.

Ian Hall

You will by now have seen or read elsewhere how, over three decades ago, Howard Strawford saved Castle Combe circuit from closure. It really is that simple - without Howard, supported by his family, we would not now have a circuit. Clearly it was no simple task, Howard for many years battling with planners and bureaucracy, until in 1981 permanent planning permission was gained and a future as a motor racing track secured. Even then Howard's vision was not just for somewhere for racing on a few weekends during the year, but for a venue to be used year round, also one that would provide a pleasing experience for spectators and blend with the surrounding countryside.

Looking at the venue now and reflecting how much it's developed over the years, what he has achieved seems even more remarkable. Having fifteen years ago begun to help Howard piece together the full history of the circuit since 1950, I've been lucky enough to hear some of the stories behind the stories of the various difficulties that had to be overcome, clearly difficulties that would have defeated many a lesser person.

My first contacts with Howard were thirty years ago when the Club began running track days at 'Combe. Then again, a few years later, when proposing that we ran a sprint there. Despite other voices saying that it wasn't possible - the first event would have to be to just a 102 dBA noise limit - Howard was however willing to support us, obtained the necessary planning permission, and helped get the event off the ground. In this, his willingness to support club motorsport went beyond just racing, and over twenty years on we're still successfully running sprints. Later, in 2006, his regard for our Club was demonstrated when he enlisted our help in getting the new Castle Combe Racing Club off the ground by holding their championship permits.

In more recent years, while he'd taken more of a back seat in the day-to-day running of the track, there was no diminishing in his interest, and his opinions, often quite forthright, on motor sport in general were always worth listening to.

It has been a privilege to have known Howard, he was a quite remarkable man, and his legacy - the circuit - survives for us all.

Pete Stowe

Remember When ?



A vintage poster for the Rothmans 50,000 motor race. The title 'Rothmans' is in a purple script font, and '50,000' is in large, stylized orange and purple numbers. Below the title, four open-wheel race cars are shown on a wooden track, framed by a green laurel wreath. The cars are numbered 9 (blue), 25 (red), 31 (green), and 5 (yellow). In the background, a blue banner with 'ROTHMANS' is visible. The text 'Organised by B.R.S.C.C.' is at the bottom left. The main text reads 'Supported by the Evening News Europe's richest motor race for the world's fastest cars'. A circular badge on the left says 'FIRST £20,000 PRIZE'. A list of race categories is in the center, and a circular logo on the right says 'FEDERATION OF RACING CLUBS'. The date 'BANK HOLIDAY: 28th AUGUST' and the event name 'Brands Hatch' are prominently displayed. Admission details are at the bottom.

Organised by
B.R.S.C.C.

Supported by the Evening News

**Europe's richest motor race
for the world's fastest cars**

FIRST £20,000 PRIZE

CAN-AM MONSTERS - F1 INDY TYPES F5000 F2
WORLD CHAMPIONSHIP SPORTS CARS - TURBINES
ULTRALIGHT KING SIZE SPECIALS
THREE TOUGH DAYS TO QUALIFY - 24 - 25 - 26 AUGUST 1972

BANK HOLIDAY: 28th AUGUST

Brands Hatch

ADMISSION QUALIFYING TRIALS - 24 - 25 - 26 August - 50p Adults - 20p Children
ROTHMANS 50,000 - 28 August round entire circuit - £2-00 Adults - 50p Children
Grandstand seats and Paddock admission each £2-00 extra

Pit Lane Entry News

Topical Tip



Mini owners beware, on a track day the rear suspension on my 53 reg Cooper S collapsed (see pictures) later models and current are changed, I could not get MINI to admit when they were changed!

You can purchase fully adjustable rods at a price, I replaced both sides with current items which are used in the MINI championship (in fact rod adjustables are banned)

Bob Bull

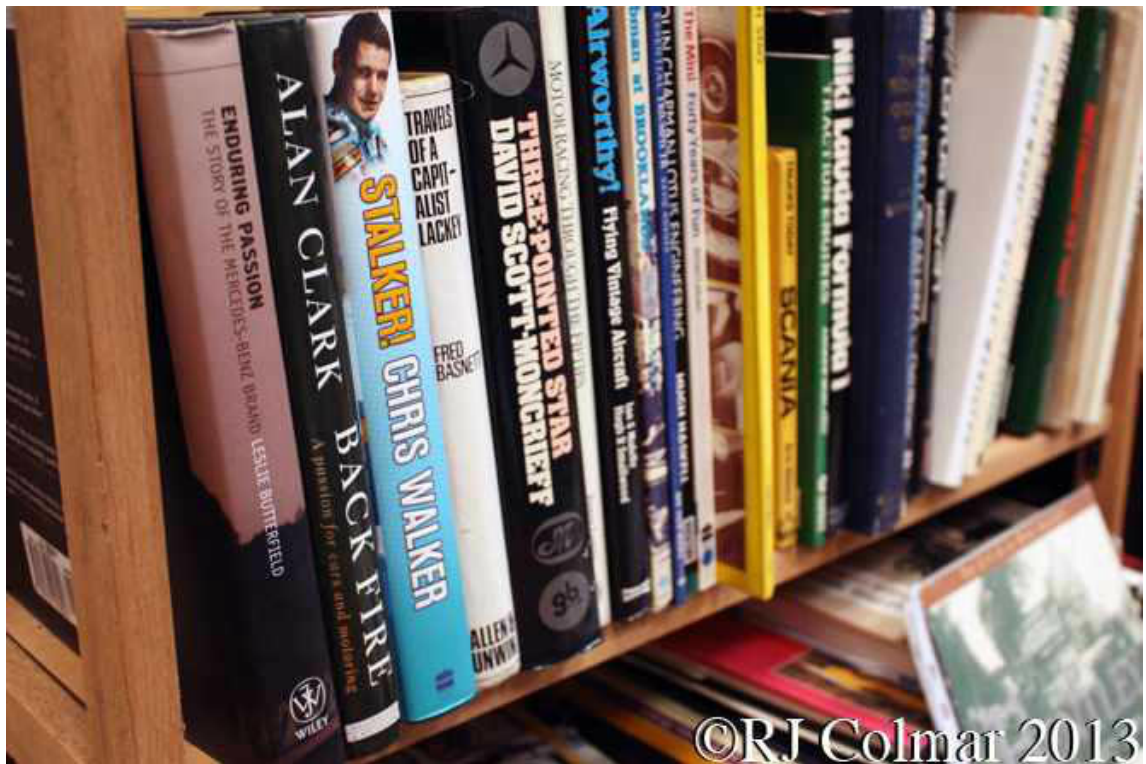
2013 Major Events

Saturday 11th May 2013 - Llandow Sprint

Saturday 1st June 2013 - Castle Combe Tuition and Drive Day

Saturday 19th October 2013 - Pegasus Sprint

Answer to who wrote Back Fire:



Backfire



Bristol Pegasus Track & Tuition Day

Castle Combe - Saturday 1st June 2013



**Tickets now on sale for our 30th Annual
Castle Combe Track Day**
BPMC member price held for the 3rd year £129.00

This is your chance to drive your own car at Castle Combe Circuit

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
- No extra charges for passengers
- Share tickets between two drivers or two cars at no extra cost
- A true club day - run for the benefit of members not for profit
- All you need is a helmet and ordinary driving license
- Sensible drivers with good on track driving standards

**See club website www.bristolpegasus.com for entry details or call
Ian Hall on 01225 892278 if you require a printed entry form posted**
This event is always popular - Send your entry in NOW !

Pegasus Cross Trophy Car Trial - Sunday 28th April - Dundry
A brilliant fun afternoon in your ordinary road car - just £10 entry fee



Our Production Car Trial is to be held at Lower Grove Farm in Dundry near Bristol on Sunday April 28th. The venue is superb for an event of this type and the event is always good fun. Signing on from midday. Entry details on the club website soon or contact Tim Murray 0117 9499449 - email secretary@bristolpegasus.com