

# Backfire

October 2011



The Magazine of the  
**Bristol Pegasus  
Motor Club**

Cover: Alan Spencer enjoying the Club Autotest at Chepstow in his mx5

## *Bristol Pegasus Motor Club*

# SENNA

## *Our October Club Meeting is Senna Night*



*To remember one of the greatest racing drivers ever and to mark the release of the Senna Movie on DVD for our October Club Night we are holding our very own Senna Night*

*Members are encouraged to bring along any pictures or Senna memorabilia they may have and we will have film on the big screen*

*At the end of the evening one lucky member will walk away with their very own copy of the Senna movie DVD which we will be raffling in aid of the Wiltshire Air Ambulance*

*Upstairs function room at the Parkway Tavern - Arrive at 8.15pm to buy you drinks for an 8.30pm start to activities*







## **Monday October 10th - Senna Club Night**

To remember one of the greatest racing drivers ever and to mark the release of the Senna Movie on DVD we are holding our very own Senna Night. Members are encouraged to bring along any pictures or Senna memorabilia they may have and we will have film on the big screen. At the end of the evening one lucky member will walk away with their very own copy of the Senna movie DVD which we will be raffling in aid of the Wiltshire Air Ambulance. **Upstairs function room at the Parkway Tavern -**

**Arrive at 8.15pm to buy your drinks for an 8.30pm start to activities**

## **Saturday 15th October - Pegasus Sprint - Castle Combe**

The entry list is now full and should be available on the website soon. As always if you have not entered please consider marshalling - no experience is necessary as we will put new marshals on posts with more experienced people. If you can help please Contact Nick Wood 01275 833098 / 07786936941 / nickswood@hotmail.com. As usual we will provide volunteers with a voucher for lunch in the Tavern restaurant.

## **Sunday October 16th - Kimber Trial - Chew Stoke**

### **MGCC Invited Event**

The MGCC will organise the Kimber Production Car Trial at Chew Stoke, near Bristol - and we have been invited to what looks like a fun event. Scrutineering starts at 9.30am with the first car starting at 10.30am. The event will be run entirely on private land. Entry forms and further details from our website or contact secretary of the meeting Bruce Weston on ( H ) 01963 440941 or ( B ) 01747 823232. Entry Fee is just £10 in advance or £12 on the day, if four or more Pegasus Members attend there will be a club award.

## **Saturday 22nd October - Extra Event**

### **Castle Combe Track Session - Stroke Association Day**

We have arranged the opportunity of a track session during the Stroke Association Day at Castle Combe. The 20 minute session will only be for members of Bristol Pegasus Motor Club, with a maximum of 10 cars on track per session, max noise of 100dB per car @ 4500rpm (usual Combe noise rules) cost per car will be £35. This event is sure to be very popular, so entries will be taken on a first come first served basis. To book your place contact Ken Robson on 01454 202687 or 07900 007747 or by e-mail kenrobson@btinternet.com.

## **Friday October 28th - Navigation Scatter**

The October scatter is a joint event with Bristol Motor Club. There will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits

of navigation to keep more experienced crews entertained. There will also be time-limited intermediate checkpoints where extra route instructions (and bonus points) can be collected which will offer added interest to novices and experts alike. The total map area used slightly smaller this year to enable crews to visit a higher proportion of locations. The event will run on Friday 28th October with the start just south of Bristol on the A37 (Hursley Hill lay-by). Signing on from 18:45 and cars away at 19:30. The finish is at 22:30 at the Warwick Arms in Clutton (open until midnight) also on the A37. Regulations and entry form will be published on the club website shortly. There is no entry fee but insurance will be required (details in the Regs). Contact Matt Claydon for more details: [matt@mclaydon.com](mailto:matt@mclaydon.com) or 07920 505163.

## **Monday November 14th - Talk by Alan Freke**

**More details in next months Backfire**

## **Thursday November 17th BPMC Charity Karting Avonmouth**

**Our annual charity karting event - more details inside**

## **Bloodhound Visit Update**



Club members who are looking forward to our proposed visit to Bloodhound SSC will be pleased to know we are still expecting the visit to go ahead but the date is likely to be in January next year. The event is a joint trip with Bristol Motor Club and Chris Dymock from BMC has been working hard to arrange a suitable date. We originally hoped to go in November, however the mock-up car and all the associated display items (jet engines etc) would not have been in Bristol on our proposed visit date. The most likely dates in January 2012 are Sunday the 22nd or Sunday the 29th so make sure you keep these free - as soon as we know for sure we will update members.

### **Deadline for Next Backfire: 4th November**

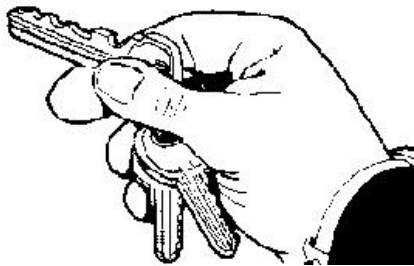
**As always, we are looking for contributions for Backfire**

**Editor: Cherry Robinson.**

**By post: Rustling Elms, Half Acre Lane,  
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**By email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

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



## CHAIRMAN'S CHAT

By Andy Moss

As I write this we are just a couple of weeks away from the Pegasus Sprint. It is great to be able to report that the event is full, unfortunately as well as having a reserve list we have had to turn away a number of entries, which is of course something we don't like having to do. I can only apologise to those who we have disappointed - the selection of entries was done on a simple first come first served basis according to when we received them, which was as fair as



we could be in the circumstances. If you still want to get involved there is still the chance to marshal on the day - see the advert later in Backfire for more information.

Our main competitive event for September was the Chepstow Autotest - we moved this to an earlier date this year, and perhaps as a result of being the weekend after the bank Holiday we had a

lower entry than normal. Despite this, those who did have a go had an excellent day out, and the organising team should be congratulated on running an excellent event that met the objective of being a fun days low cost club motorsport.

The other highlight of the month was the visit of Mike Marsden who gave us a talk on Vehicle Aerodynamics that was both well attended and very enjoyable. We have another speaker in November when Alan Freke visits, but before then we will have our own Senna night at the Club Night on October the 10th this is also the date of the release of the Senna movie on DVD. At the end of the evening we will raffle the film in aid of the Wiltshire Air Ambulance.

The week after the Pegasus Sprint there is a final chance to take your car out on track at Castle Combe when we have another exclusive track session for Pegasus members at the Stroke Association day. The cost is just £35 which will go to the Stroke Association. Following feedback last year you won't have to get up so early, as the sound check and drivers briefing are at 2pm, leaving you time to watch a little action before going on track at 4.30pm.

# Mike Marsden Vehicle

## Aerodynamics Talk

### Report by Andy Moss

We had a good turn out for the first guest speaker to visit us at the Parkway Tavern, when Mike Marsden visited us to talk about Vehicle Aerodynamics.

For those of you who do not know Mike, his day job for many years was running the Airbus Wind Tunnel at Filton. Mike started by telling us that his talk also celebrated an impressive 50 years as a club member. He is also very active in the Historic Lotus Register and owns both a Mk IX and Lotus 6.



Although Mike started by telling us his aerodynamics expertise is more to do with aircraft than cars, there was little evidence of this in his excellent talk - as some of you may be aware the Wind Tunnel at Filton was also used by the Ferrari F1 team, so perhaps he was being modest..... I was working at Airbus at the time Ferrari were there and I recall a memo being sent out explaining we had a new customer using the wind tunnel facilities and that we should be discreet about who it was, when men in Ferrari team colours appeared in the canteen we soon concluded they were not very good at keeping a low profile!

The talk covered road, race and landspeed record cars, and was illustrated with some excellent examples of cars showing the cutting edge aerodynamic developments of their time. It was also explained that you did not need a wind tunnel to do basic aerodynamic testing, and as well as the obvious examples of cars covered in tufts of wool, there were some great pictures of club member John Page with his race car wing bolted to the roof of his road car driving along the motorway while son James hung out the window of the chase car observing the effect on the airflow. We also got to see a picture of Lotus designer Frank Costin tied to the bonnet of a Lotus observing what was happening to the airflow at speed !

At the end of the evening we had questions from the audience, all of whom seemed to have had a very enjoyable evening. Many thanks to Mike for coming along - we hope he may be able to visit again in the future as he has some other fascinating talks prepared, including one on the Schneider Trophy Air Races which he is going to give to the Royal Aeronautical Society in Hamburg later this month - whilst not motoring related I am sure if enough of you are interested we could have an aircraft related evening .....



# ESCURSIONI

By Martin Emsley



Been in touch with Pete Lyons; he has recently published a new book; "FAST LINES: Memorable Moments in Motorsports" is a selection of 55 of monthly columns from *Vintage Racecar* magazine, for which Pete's been writing since its inception in 1998.

Drawn from his years of covering races of many kinds in many countries, his topics include "Heroes" I've known like Sir Stirling Moss, Denny Hulme, Phil Hill, Mario Andretti, Dan Gurney and Denis Jenkinson; such "Cars" I admire as Aston Martin, Cobra, Lotus, Maserati, Jaguar, etc.; and great "Events" I've experienced: the fabulous old Targa Florio, Goodwood, Pikes

Peak, Sebring, Monterey itself. There's a catchall category, "This N That," while he also couldn't resist adding a few "Rants." Sounds right up my street.

Cannot wait for my copy to arrive. Additionally Pete plans to issue another Can-Am calendar for next year and also classic F1; both should be real special but you can guess which one will be hanging in my study!

Life is hectic but Fri 2nd Sept looked great weather wise, when we bought our car it had a bad patch on the bonnet, so I called up MX5 Heaven, they had a good, second hand, matching colour bonnet in stock, could I swap it there? Sure why not, and less than the cost of preparing and repainting the old one. So off I motored sun out, for a lovely road trip from Bristol to Charminster, Dorset. Upon arrival I was very warmly welcomed, cup of coffee and chat, shown the bonnet which was all ready and available for me. So I got on changing bonnet whilst Nickie, she owns the business, went through my shopping list. Had brilliant chat or three with Gary he really knows his way around cars and has saved us a lot of expense through good advice and tips. Martin took me on a super tour around a bulging store of second hand parts as well as approx 30 donor cars outside all spaced for easy part removal. Adie was taking the calls and orders. Part of the business is a normal repair garage but they took on the MX5 part about 4 years ago. From all four came a real passion for the business, MX5's and customer service. Truly is what it says on the box! MX5 Heaven

I really enjoyed myself but having taken up far too much of their valuable time we loaded up the boot, said goodbyes and off I motored, such a pleasure to drive the little car, in fact I have never before looked forward to and enjoyed a car so much! Stopped off at Clay Pigeon

Raceway to watch the karts practice, a further stop for an ice cream before arriving home with 140 most enjoyable miles on the clock and a burnt head. Got to have another trip soon, also looking forward to getting out in the garage to do a bit more to the Roadster.

At the end of the day we all have our own opinions, we are quick to pass on bad service however I felt so impressed by this business I wanted to share it and hope some fellow enthusiast will benefit too.



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Sharp is the best way to describe my Norfolk transport. We covered 534 miles together so I could learn about Tornado aircraft and engines recently and I enjoyed most of them. Avis supplied me with a 1.6 Ford Focus, I was totally underwhelmed by the preparation and amount of damage the car had received in its previous 13,000 miles. I had commented before about the Focus and how good I thought the handling was, apparently the latest one is better again. On my journey up I had a smile about the awful torque steer in an early XR3 & 3i but this had none, I recalled terrifying brakes on hot hatches of the '80's yet this I almost thought was overbraked until I got used to it, was certainly glad of their efficiency and ABS mid week when a foreign lorry driver turned across the front of me. The Focus stopped with no drama, in our Zafira I am sure we would have contacted!

I also thought about the appalling plough on under steer of the early fast hatches yet this felt like it had none. Remember that all these observations are made at normal speed, in average conditions, by a competent driver, did we really put up with such awful handling cars, how far they have moved on, how much we take for granted.

In my opinion the Focus was brilliant and certainly invited me to push on a bit, dynamically it was well beyond my capability to fully exploit. I loved the engine with the poke just where I wanted it in the rev range, I am old school and have an aversion to operating engines high in



the rev range, where some of the Japanese engines deliver, and appreciated the slick well weighted gear change. I was a little surprised to be cruising at 3,500rpm @70mph, but it was so comfortable at that and a lot more!



To get my gripe out of the way; the rear window slopes more than is to my taste, in bad weather it needed constant wiper operation, though optically was fine, much better than the distorted rear view in some Rover SD1s I drove when younger. Was extremely disappointed that once rain got onto the door mirrors it did not clear, would have been useful, sensible and safer if the airflow was directed to clear the droplets. The seat was a wonderful balance of comfort, firmness and support; I got out

after 5 hours with no aches and pains, a real blessing as I suffer from lower back trouble. All controls were clear and readily to hand whilst the instruments were fantastically placed and so clear. The chrome needles were not to my taste, a bit of unnecessary 'bling', the centre armrest was just right but the bulky indicator stalk was too close to the audio controls behind the wheel, though the sound system was simply superb.

We averaged 37mpg at 38mph overall. I must say having had a second chance with one I might be tempted to buy one in the future, though I did think it was a 'big' car, all seem to have grown in size over the years and as you may remember I found the Polo to be adequate before. I had a most enjoyable time at a very active RAF base, they are under a lot of pressure due to deployed ops but it certainly does impress me what our armed forces are capable of, and I am not getting into a debate about their role, defence cuts etc etc.

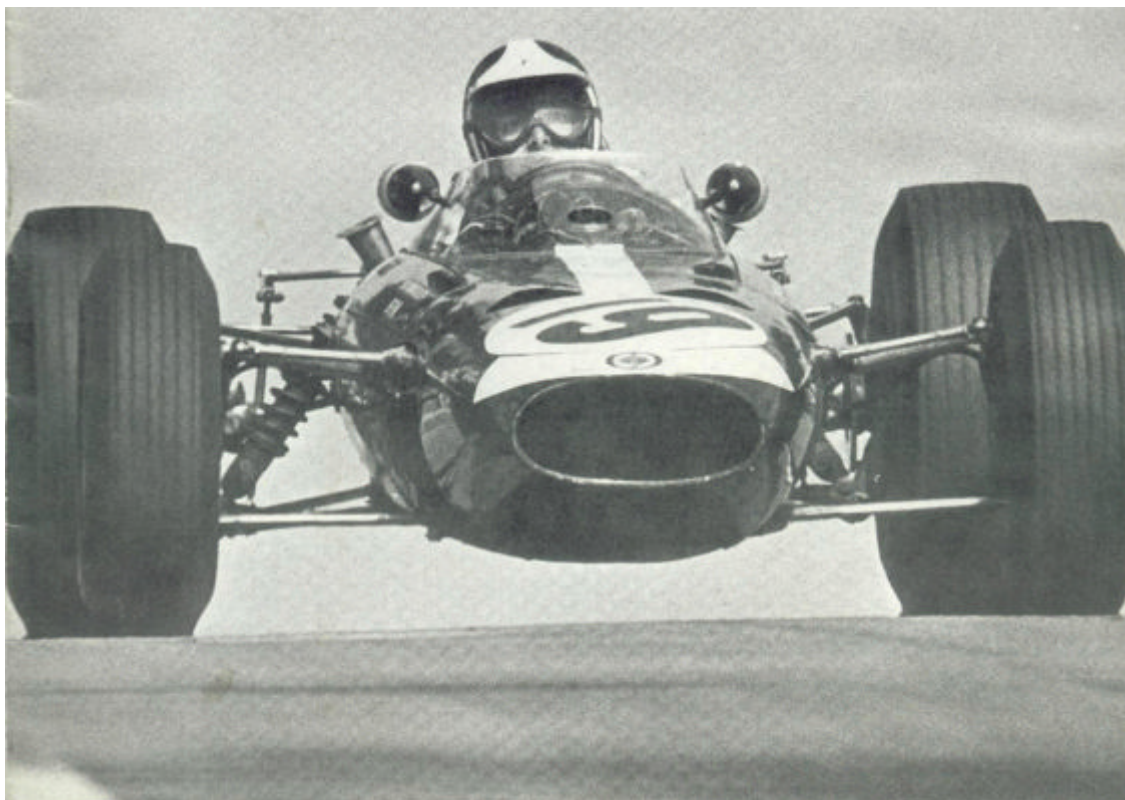


Poor old MX5; so we had a good romp around John Pewsey's field then upon return from the Dorchester trip thought there was grass stuck to the sill, however closer inspection revealed a split in the sill just in front of the o/s arch, a common place for problems, maybe it flexed in the field? So off I went to Redland Body Works, they are great, have done a number of excellent jobs for me in the past. They could not quote until all the corrosion was exposed and it had to be fixed so off they went with the angle grinder. It turned out to have been previously 'repaired' but luckily the bad area was within the lower sill area which is black not

body colour. They were able to roll and joggle a repair section, which has been properly welded in place and repainted for a very reasonable sum. I must admit it came as a bit of a shock as there was no sign of it when we purchased the car, just hope there are no more nasty surprises. When we collected the car the guys did point out a bubble on the other side and suggested that we get that dealt with before it developed, however one of them, who knows me well, did suggest I would have changed the car by the time it came to anything! On this occasion he might just be wrong, though think it may have to wait a while to be looked at.

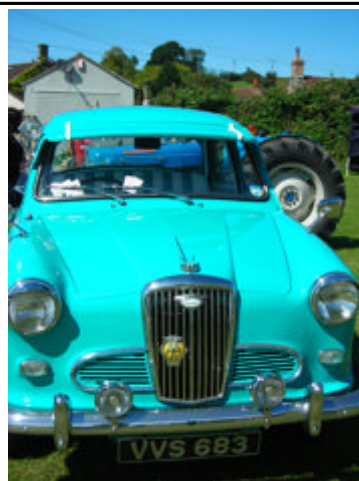
My favourite monthly read is MotorSport magazine and recently in Andrew Frankel's column was a very interesting observation about the split paddocks at the Silverstone Classic this year. Unfortunately copyrights preclude me from reproducing it here but there was certainly difficulty for preparers and drivers with vehicles in both areas, transport between left a lot to be desired and though he comments that spectators seemed less bothered but for me it was probably the major gripe in what was otherwise a brilliant event. Finally he quotes a 'hugely influential, slightly cheesed-off collector and driver who said "the organisers need to remember we have more choice of where to race than ever before, and that while spectators are important, it is us who put on the show". I hope his is a minority view, I find it 'difficult' and in fairness don't have a context or tone to it, and then I got to thinking.....I hope our members / competitors don't take a similar view of BPMC events!

Safe motoring.





## Some Photos of the Classic Car Meet in Camerton





# Chepstow Challenge

By Martin Emsley

Well someone fixed the weather and enough officials to run a great event just a real shame that there were not more competitors for yet another fun event. As previously we started off with a 'slow & tight' course, we reasoned it was not that bad as we tested it with the Zafira; slowly! And got around with no penalties! So it



was a great surprise that the Corfield clan Clio struggled due to lack of lock whilst the two big 'Beemers' inevitably brushed a few cones. As is his, bad, habit Spence started with enthusiastic over-driving which rather spoilt his result as he put in some good times later in the day. Each course was run three times and we managed 6 tests in total, competitors getting a lot of driving time; during the morning we opened the tests a bit at a time and with the competitors settled in some great performances materialised.

Andrew Bisping in the Rover 214 commenced strongly, was consistently swift and tidy all day which led to a well deserved victory. Sam Lorenzelli in the 330D was so smooth and un-dramatic, in a smaller car he would have been a contender for the win, it gave us great pleasure to watch his runs. Whilst for Ben Carver in his first event, his 330Ci could barely have been less well suited he learnt rapidly during the day improving his rhythm and pace.



In the afternoon we developed a much longer test, which again loosened at each change. Dave Bence & Chris Thompson really going well whilst Andy Moss was a star in the Marlin that wanted to plough straight on at every direction change. The Daihatsu Cuore of Chris Burge was very consistent; we were surprised he was not further up the leader board. Once the course was opened out and the Clio was not so handicapped

there was an amicable family feud between John & Martyn resolved in the sons favour mainly due to his stronger performance pre-lunch. By the end of the day the competitors were tired and the officials officially knackered.

Sincere thanks to Nick, Tim, Liz, Phil, Jan & Steve for giving up their day and making it happen, it was a super event and loads of fun. Thank you all.





## Chepstow Autotest Results

<u>Position</u>	<u>Driver</u>	<u>Car</u>	<u>Score</u>
1	Andrew Bisping	Rover 214	424.42
2	Dave Bence	Onyx Firefox	430.13
3	Martin Corfield	Renault Clio	430.74
4	Sam Lorenzelli	BMW 330D	433.13
5	Chris Thompson	Daihatsu Cuore	438.58
6	John Corfield	Renault Clio	452.35
7	Andy Moss	Marlin Roadster	468.91
8	Ben Carver	BMW 330CI	469.10
9	Alan Spencer	Mazda Eunos	471.85
10	Chris Burge	Daihatsu Cuore	493.89

### 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.



## BPMC Karting Endurance Challenge

The event will be held at Teamsport Bristol, Avonmouth Way, Avonmouth, Bristol, BS11 9YA. Full details of the track and directions can be found on their website [www.team-sport.co.uk/bristol](http://www.team-sport.co.uk/bristol)



**Date:** Thursday 17th November 2011

**Time:** 7.00p.m. start - 10.30p.m. finish

**Format:** 25mins Qualifying + Endurance Race over 2 ½ hours

**Teams:** 5 drivers per team – 16 Teams in total

**Cost:** £175 per team = £35 per driver

This is your chance to be at the sharp end of your own Grand Prix Team, 25 minutes of qualifying will determine the grid for the start of the race with the best lap time taking pole position. The drivers briefing on the night will give the usual rules and regulations which will be supplemented by those below: -

1. Each driver **must** drive a minimum of 2 stints.
2. The Teamsport timing system will be the official clock.
3. Most driving penalties will be a 30 second stop/go penalty.
4. Serious driving offences will be a 1 min stop/go penalty.
5. Missing a driver change completely – **DISQUALIFICATION**

Please organise your team of 5 drivers and come up with a suitable team name. If you cannot raise a team of 5 but would still like to drive there will be a team to accommodate smaller numbers. Send all of your team details along with a cheque for £175 made payable to **Bristol Pegasus Motor Club** to: -



Ken Robson  
201 Juniper Way  
Bradley Stoke  
Bristol  
BS32 0DP  
p. 07900 007747  
e. [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

**This event will raise around £1200 which will be donated to the chosen charity of BPMC – Wiltshire Air Ambulance.**

## Remember When?

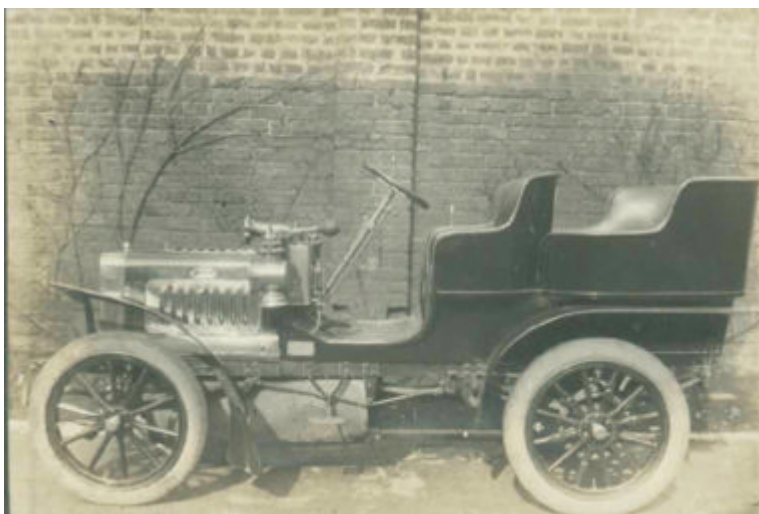
By Ian Hall & Martin Emsley

This month we have an extended remember when due to the generosity of Ian Hall. I get much enjoyment when something I may have written triggers off someone else; in this case after I mentioned our recent visit to the old Argyll car factory and Ian approached me with his family record of pioneer motoring, such wonderful images from glass plates, we are so lucky they have been reproduced and Ian wished to share them with us. Very honoured to be able to present this in Backfire.

My great grandfather apparently had the first privately owned car in Newcastle-on-Tyne where the family came from; his name was Charles Joseph Barnham a family of Quakers, which I have not followed, he had three daughters and a son and what really amazes me is the number of miles he covered as a pioneer motorist. He owned a whole series of cars and the number of miles covered by this pioneer motorist is just amazing, during the



Great War years included. He started in 1903 with a De Dion Bouton car 8hp and between March and November 1903 he covered 3,500 miles, simply incredible; in 6 months and un-surfaced roads. He was his own driver and guess he looked after them himself being an engineer by trade, & iron merchant (Hence Ian's love of Iron Maiden & Heavy Metal?).



His first of three Argyll's was between November 1903 & June 1904 covering over 3,000 miles 'up north' in a winter period; so exposed and the basic military wheels and white tyres, just consider that!

This was a 10/12hp model in green followed by another 10/12hp painted brown; in just under two years; June 1904 to May 1906 he drove 13,500 miles. I think we have an overall impression of cars of this era being black, maybe because of the power of advertising from



Henry Ford, but when you look there was a variety of colours available and of course the dawning of national racing 'colours'.

He wanted more power so the next Argyll was a 16/20hp, in green, still being very exposed to the elements but it was a real convertible with a removable roof and curtains around the side. It appears to have a screen that could also be de-mounted. Of course they used to go prepared; all wrapped



up, blankets around legs, no heaters in those days I think. The curtains are not going to do a lot, spare tyres on the side because of course the wheels were fixed and the tyre was changed in the event of a puncture on the side of the road. No doubt at all that my great grandfather is at the wheel, as far as I know he did not have a chauffeur.

This one was good for almost 12,000 miles between May 1906 and May 1908, not bad when considering tyres often punctured, the machinery was not as reliable as today and took a lot of attention.

Interesting to see how the styles changed and cars developed. I have been through Newcastle only the once and was unable to visit their home; the road no longer exists with all the city development; at No. 1 Windsor Terrace there is a fabulous garage in one of the photos, I guess that was originally for the horses? Then a change from May 1908 to March 1913 and a 15/18hp green Siddeley, looks like this had a screen and a fold down roof, it did 29,000 miles just incredible, no doubts he had to do it all himself and of course on the back of doing that some people started their own garage businesses.

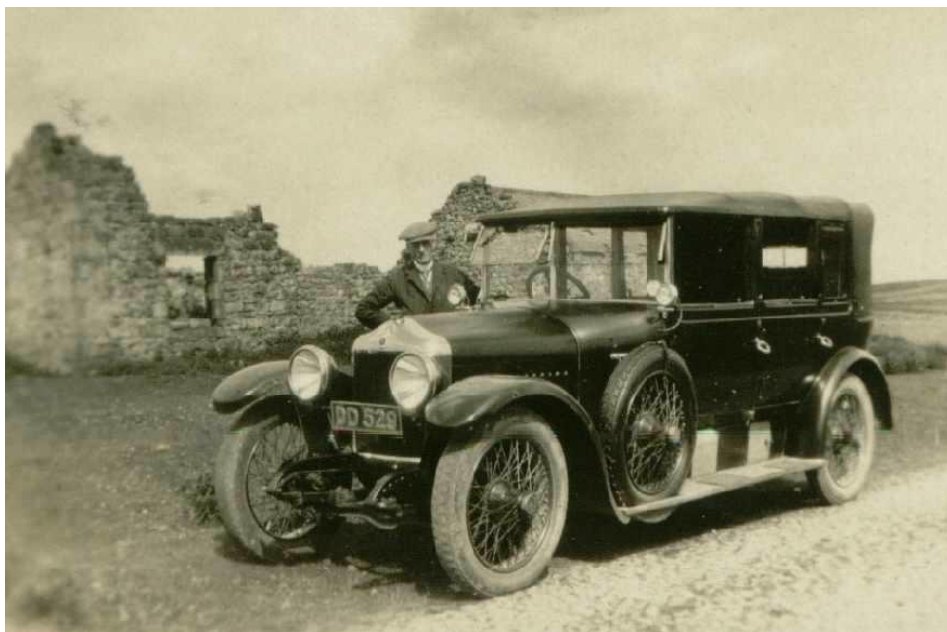






He moved on to the first of three Minerva's, a grey 18hp 'Silent Knight' this is really serious; it has doors and even during the war years, March 1913 to September 1919, he did 57,000 miles incredibly still on artillery type wheels, that is just fabulous.

Next Minerva was a green 18hp from August 1918 to April 1925 with wire spoke wheels and 2 spares, wheels not just tyres anymore! There is an overlap at the end of the war, a 2 car family, maybe difficulties selling post war; country in financial state leading to great depression, I wonder whether the car was brand new, I cannot imagine cars being produced during the war. It is lovely seeing the outfits and the ladies hats held on by scarves, a real bit of history, no sign of any Nomex there!



The third Minerva was a 20hp from March 1925 to April 1938, in brown it covered 79,560 miles, had a proper roof and side windows, maybe wind up, and look at the incredible door handles and consider the mileage at almost 80,000 miles, just a phenomenal distance, to run a car for that thinking back to the early 70s we

used to reason that at 100,000 miles a car was knackered, wonder how much time & effort it took to keep it going so long?

Unfortunately I don't have any pictures of his last car because he went from Minerva's to a six cylinder 16hp 1936 Austin in May 1938. He died in 1949 age of 91. This was probably his last car, luckily my grandmother obviously enjoyed taking pictures and was good at it, I did look through all her old pictures but did not find one of the Austin, but the rest are fantastically presented and preserved. In one picture is my great uncle who tragically died early in his 30's but all his 3 sisters lived to ripe ages; top eighties. What beautiful cars and fantastic engineering, every journey an adventure. Certainly a pioneer; just think about the work involved in starting the car, are you going to complete the journey without breaking down, how many punctures are you going to have to fix en-route, each trip an adventure, how much we take for granted today!

Many thanks to Ian for sharing this fantastic piece of history with us.

Having already published a potted history of the Argyll car company, here are the details of Minerva and Siddeley.

### **Minerva**



In 1883 a young Belgian called Sylvain de Jong settled in Antwerp, Belgium. He started a bicycle factory over there. By the end of that century he started producing motorbikes, and after a while cars as well. In 1903 he founded the NV Minerva Motors' in Berchem (Antwerp).

A certain Charles S Rolls was Minerva dealer in England. In the years after the fame of the cars was rising enormous. Most important market for the constructor remained however England that took the biggest part of the production, followed by the Netherlands and France.

From 1908 Minerva got a worldwide Knight licence. The Knight motor was a motor without valves, developed by Charles Y Knight in the United States. These motors were extremely silent. The company did well in several car racing competitions in Europe. After worldwar I, during which Sylvain de Jong and his engineers headed to Amsterdam, where they kept on developing parts, they returned to start up the production of luxury cars. The constructors star rose in the United States as well, American filmstars, politicians and industrials liked them cars as well (even Henry Ford had before the WW already one!).

The car had the same qualities as the Rolls Royce, but was a little cheaper. With the economical crisis in the 30's, the company went bankrupt in 1936. The remains were taken over by another Belgian constructor named Imperia. Imperia putted the name Minerva on

their cars for export to England and France and for the trucks (which Minerva had made before too).

After worldwar II the company produced Land Rovers under licence for the Belgian army. Production of these 4Wheel Drives stopped in 1953. The company struggled for survival and made some Land Rover-like cars till 1956. But than the constructor disappeared completely.

## Siddeley

John Davenport Siddeley set up the Siddeley Autocar Company in 1902 and in 1903 four Siddeley models were shown at Crystal Palace and by 1905 there was a choice of more than a dozen models from two-seater to landaulet. In 1905 John Siddeley joined Wolseley as Sales Manager and from then until 1909 a series of Wolseley-Siddeley automobiles was



produced. These were most impressive cars. One of the cars is believed to have belonged to Queen Alexandra, patroness of the Company, and John Siddeley is believed to have driven King Edward VII in front of Buckingham palace in one in 1906.

In 1909 John Siddeley again moved on and joined the Deasy Motor Company, becoming Managing Director in 1910. The Deasy Motor Company was established in 1906 at Parkside in Coventry by Henry Deasy and its early business was importing cars from France and transforming them for use in this Country. Under Siddeley's management the Company was substantially expanded, growing from 200 employees in 1909 to 5000 in 1919.

Siddeley started to obtain chassis from Rover, engines from Aster and Daimler and bodies from various contracted suppliers. In 1911 the Company was using the Daimler Knight engine, a unit of particular quietness. Not content with the engines as supplied Siddeley had them stripped, polished and tuned resulting in an even quieter unit described by one impressed journalist as "As silent and inscrutable as the Sphinx".

In 1912 the name of Siddeley-Deasy was in use and by 1914 The Company had become a successful car builder. The Great War changed things dramatically. The size of the workforce increased tenfold and the products changed also. Lorries, ambulances and staff cars rolled out of the factory gates and, from 1915, airframes and aero engines too.

With the return of peacetime things again changed and Siddeley Deasy merged with Sir W. G. Armstrong's Armstrong Whitworth Development Co. and a subsidiary, Armstrong Siddeley Motors Ltd. was created. This was the company that produced Armstrong Siddeley cars thereafter until manufacture stopped in 1960.



# Club Night Directions: The Parkway

**Address: The Parkway, 43 North Road, Stoke Gifford, Bristol BS34 8PB**

## **Directions from the M5:**

Leave M5 at junction 16 (signposted Filton, Thornbury).

At Almondsbury roundabout, take the 1st exit onto the A38 (signposted Bristol).

At Aztec West roundabout, take the 2nd exit onto the A38 (signposted Bristol).

Branch left, then at traffic signals turn left onto Gipsy Patch Lane - B4057 (signposted Yate).

At roundabout take the 3rd exit onto Hatchet Road.

At roundabout take the 2nd exit onto Hatchet Road.

At mini-roundabout turn left onto North Road go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.

## **Directions from the M4:**

Leave M4 at junction 19 (signposted M32).

Follow M32 for one junction, and come off at junction 1.

Follow signs to A4174 ring road towards Filton and Bristol Parkway.

Follow A4174 to large roundabout, turn right (signposted Bristol Parkway) onto Great Stoke Way.

At next roundabout, turn left (Den Road), then right at next roundabout (Brierly Furlong).

Go straight ahead under railway bridge, then second right into North Road (first right goes into Bristol Parkway station).

Go past the estate agent and Beaufort Pub before turning left into Hatchet Lane, take next next left into The Parkway car park.





## Club Championship Positions as at October 1st

### Results Prepared By Chris Thompson

POINTS	ENTRANT	POSITION	EVENTS	ORGANISED
29.90	Andy Moss	1	9	Yes
25.39	Chris Thompson	2	9	Yes
23.29	Alan Spencer	3	9	No
19.36	Martin Baker	4	5	Yes
18.17	Tim Murray	5	6	Yes
17.90	Chris Goodchild	6	4	No
15.87	Mal Allen	7	4	Yes
13.38	Nick Wood	8	7	Yes
12.00	Liz Moss	9	6	Yes
9.58	CoralieThompson	10	3	Yes
9.29	Donny Allen	11	3	Yes
9.25	Alan Dillamore	12	3	No
8.58	Ralph Colmar	13	3	Yes
8.00	John Corfield	14	3	Yes
7.80	Cherry Robinson	15	4	No
6.50	Martyn Davies	16	2	No
6.43	Merill Spooner	17	2	No
6.43	Tom Hartshorn	17	2	No
6.00	Dick Craddy	19	2	Yes
6.00	Martin Emsley	19	2	Yes
5.50	Andrew Bisping	21	1	No
5.50	Trevor Hartland	21	1	No
5.17	Pete Goodman	23	1	No
5.09	Andy Steel	24	1	No
5.09	Matthew Holley	24	1	No
5.00	Dave Bence	26	1	No
5.00	John Puzey	26	1	No
5.00	Kevin Jones	26	1	No
5.00	Lewis Bird	26	1	No
5.00	Mark Brewer	26	1	No
4.83	Bob Bull	31	2	Yes
4.67	Maureen Harris	32	2	Yes
4.67	Phil Harris	32	2	Yes
4.50	Martin Corfield	34	1	No
4.00	Ian Parr	35	1	No
4.00	Sam Lorenzelli	35	1	No

4.00	Tim Moreton	35	1	No
3.50	Ben Churchill	38	1	No
3.50	Brian Davage	38	1	No
3.50	Colin Ladd	38	1	No
3.50	Mike McBraida	38	1	No
3.00	Bob Hart	42	1	Yes
3.00	Ian Hall	42	1	Yes
2.00	Ben Carver	44	1	No
2.00	Bruce Morgan	44	1	Yes
2.00	Carlie Hart	44	1	Yes
2.00	Carole Morgan	44	1	Yes
2.00	Chris Hartnell	44	1	No
2.00	Claire Meaddows	44	1	No
2.00	Elen Worthington	44	1	No
2.00	Keith Yeandel	44	1	Yes
2.00	Lesley Hart	44	1	Yes
2.00	Mark Tooth	44	1	Yes
2.00	Paul Draper	44	1	Yes
2.00	Paul Williams	44	1	Yes
2.00	Pete Hart	44	1	Yes
2.00	Peter Carpenter	44	1	No
2.00	Phil Turner	44	1	No
2.00	Simon Child	44	1	Yes
2.00	Simon Moss	44	1	Yes
2.00	Steve Courts	44	1	No
2.00	Trevor Newman	44	1	Yes
1.83	Phillip Morgan	63	1	No
1.42	Ken Robson	64	1	No
1.00	David Poplar	65	1	No
1.00	Duncan Pittaway	65	1	No
1.00	Ian Woolcott	65	1	No
1.00	Jonathan Harber	65	1	No
1.00	Martin Watts	65	1	No
1.00	Matt Baggs	65	1	No
1.00	Steven Cooper	65	1	No

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# Bristol Pegasus

## Fantasy Formula One 2011

Results upto Singapore GP  
Prepared by Simon Moss



Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Score
Martyn Davies	Ambrosio	Vettel	Redbull	Virgin	Virgin	Australian	836
Millie Parker	Glock	Vettel	Redbull	Virgin	Virgin	Australian	826
Helen Davies	Rosberg	Vettel	Sauber	Williams	Red Bull	Malaysian	756
Dave Cutcliffe	Rosberg	Vettel	Ferrari	Sauber	Virgin	British	749
Joe Robson	Alonso	Vettel	Lotus	Renault	Sauber	Australian	719
Jonathan Prestidge	Alonso	Vettel	Lotus	Mercedes	Virgin	British	714
Steve Clark	Resta	Vettel	Ferrari	Rosso	Rosso	Belgian	711
Ann Farrow	Ambrosio	Vettel	Ferrari	India	Renault	German	705
Jenny Hall	Hamilton	Vettel	India	Sauber	Williams	Monaco	698
Martin Emsley	Alonso	Vettel	Rosso	Williams	Renault	Belgian	686
David Garnett	Perez	Vettel	Ferrari	Sauber	Williams	Italian	673
Rex Meaden	Glock	Rosberg	Redbull	Rosso	Ferrari	British	638
Chris Bennett	Alonso	Kovalainen	Ferrari	Lotus	Ferrari	Belgian	606
Alison Bennett	Kobayashi	Rosberg	India	Redbull	Rosso	German	592
Andrew Moss	Buemi	Webber	India	Mclaren	Lotus	Belgian	588
Mike Marsden	Alonso	Rosberg	Ferrari	Rosso	India	British	579
Judith Bird	Button	Rosberg	Renault	Sauber	Ferrari	British	577
Simon Sweet	Button	Webber	Mercedes	Sauber	Sauber	Australian	573
Ken Robson	Alonso	Webber	India	Renault	Sauber	Australian	572
Donny Allen	Alonso	Sutil	Mclaren	Sauber	HRT	British	571
Joanna Prestidge	Button	Resta	Ferrari	Lotus	Ferrari	Malaysian	566
James Page	Alonso	Rosberg	Lotus	Renault	Red Bull	Spanish	558
Alex Wooldridge Smith	Rosberg	Webber	India	Mercedes	Ferrari	Canadian	549
Charlie Emsley	Buemi	Heidfeld	Ferrari	Rosso	Red Bull	British	548
Rob Parker	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	547
Victoria Phillips	Alonso	Rosberg	Ferrari	India	Lotus	Monaco	547
Elisabeth Lewis	Alonso	Rosberg	Ferrari	Virgin	Renault	Spanish	543
Mary Craddy	Barrichello	Button	Mclaren	Sauber	HRT	Italian	541
Alyson Marsden	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	540

Mal Allen	Barrichello	Webber	Ferrari	Rosso	Renault	Australian	540
Sharon Reynolds	Barrichello	Webber	Hrt	Mercedes	Williams	Chinese	539
Simon Moss	Petrov	Webber	Ferrari	India	Lotus	Italian	524
Bill Farrow	Alonso	Rosberg	India	Mercedes	Ferrari	Monaco	523
Chris Hartnell	Barrichello	Button	Lotus	Mclaren	Lotus	Monaco	522
Ian Hall	Alonso	Hamilton	Lotus	Mercedes	Virgin	British	522
Tim Murray	Barrichello	Button	Ferrari	Sauber	Renault	Turkish	515
Richard Ibrahim	Alonso	Barrichello	Ferrari	Rosso	Renault	Italian	510
Caroline Meaden	Buemi	Button	Ferrari	Williams	Renault	Hungarian	506
Paul Bird	Alguersuari	Rosberg	Mercedes	Renault	Red Bull	British	505
Peter Farrow	Massa	Trulli	Ferrari	Sauber	Mclaren	Japanese	496
Liz Moss	Button	Kovalainen	Mclaren	Williams	Lotus	Turkish	491
Claire Meaddows	Button	Schumacher	Mercedes	Virgin	Mclaren	British	489
Richard Grove	Hamilton	Rosberg	Ferrari	Lotus	Sauber	Indian	484
Martin Baker	Alonso	Buemi	Ferrari	Williams	Renault	Italian	483
Chris Lewis	Button	Rosberg	India	Mercedes	Williams	British	469
Pete Stowe	Kovalainen	Rosberg	Mclaren	Williams	Renault	British	463
Richard Reynolds	Button	Massa	Renault	Williams	India	Singapore	411
Julie Farrow	Hamilton	Resta	India	Mercedes	Mercedes	Monaco	405
Ross Willing	Hamilton	Rosberg	Mercedes	Williams	India	British	400
Matthew Johnson	Alonso	Resta	Mercedes	Renault	India	Brazilian	397
Dick Craddy	Heidfeld	Rosberg	Ferrari	Williams	Renault	British	388
John Page	Barrichello	Heidfeld	Ferrari	Renault	Sauber	Monaco	385

## 2011 Formula 1 Race Dates

Round	Grand Prix	Date	10	German GP	24 July
1	Australian GP	27 March	11	Hungarian GP	31 July
2	Malaysian GP	10 April	12	Belgian GP	28 August
3	Chinese GP	17 April	13	Italian GP	11 September
4	Turkish GP	8 May	14	Singapore GP	25 September
5	Spanish GP	22 May	15	Japanese GP	9 October
6	Monaco GP	29 May	16	Korean GP	16 October
7	Canadian GP	12 June	17	Indian GP	30 October
8	European GP	26 June	18	Abu Dhabi GP	13 November
9	British GP	10 July	19	Brazilian GP	27 November

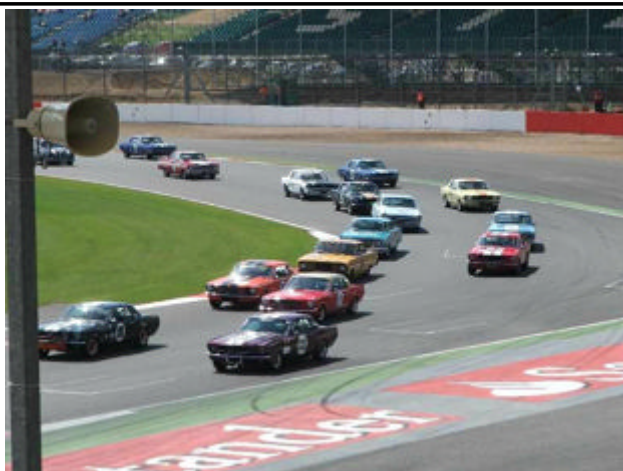


## Silverstone Classic 2011 - Photos by Martin Emsley





## Silverstone Classic 2011 - Photos by Martin Emsley





## Nominations for the Board of Directors

It will soon be time for our AGM. If any of you are interested in joining the committee please complete the form below and send it to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP by the end of November.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature

### Sunday 16th October Invitation Event MGCC Kimber Trial

**Pagans Hill Farm, Chew  
Stoke, Bristol  
Map Ref 172/558628**



Photo above and more pictures at <http://pics.lucking.org/i/1768556>

The MGCC will organise the Kimber Production Car Trial at Chew Stoke, near Bristol - and we have been invited to what looks like a fun event.

Scrutineering starts at 9.30am with the first car starting at 10.30am.

The event will be run entirely on private land. Entry forms and further details from our website or contact secretary of the meeting Bruce Weston on ( H ) 01963 440941 or ( B ) 01747 823232.

Entry Fee is just £10 in advance or £12 on the day, if four or more Pegasus Members attend there will be a club award.

# ***SUPERCAR SATURDAY***

***Supercar and Race Car Rides  
plus Autosolo Driving Test  
Star Guest Drivers***

*The*  
**STROKE**  
Association  
Stroke Helpline 0845 3033 100

**Castle Combe Circuit - Saturday 22nd October 2011**

In support of the Stroke Association - 100% of money raised goes to charity

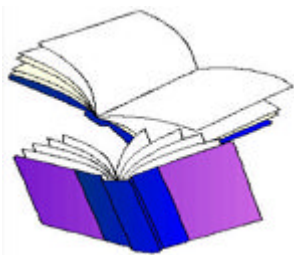
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[www.stroke.org.uk/supercarsaturday](http://www.stroke.org.uk/supercarsaturday)

Contact: John Williams  
Tel: 01392 447363  
Email: [jwilliams@stroke.org.uk](mailto:jwilliams@stroke.org.uk)





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Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)

The Amazon site sells books, videos, CDs, DVDs

All commission to Wiltshire Air Ambulance

## 2011 BPMC Events Calendar

Recent updates shown bold/red make sure you update your Calendar or Diary!

Month	Date	Day	Event	Venue
Oct	10th	Mon	Club Night	The Parkway, Stoke Gifford
Oct	15th	Sat	Pegasus Sprint	Castle Combe
Oct	16th	Sun	Kimber Trial	Chew Stoke (MGCC Invited Event)
Oct	28th	Fri	Navigation Scatter	Announced in time for the event
<b>Nov</b>	<b>14th</b>	<b>Mon</b>	<b>Talk by Alan Freke</b>	<b>The Parkway, Stoke Gifford</b>
Nov	17th	Thu	Karting	Avonmouth
Nov	25th	Fri	Navigation Exercise/Scatter	Announced in time for the event
Dec	12th	Mon	AGM & Buffet	The Parkway, Stoke Gifford
Dec	28th	Wed	Xmas Noggin & Natter	Announced in time for the event



**Saturday 15th October 2011**

**The Regency Laundry**

**Pegasus Sprint**

**Extended 2.05 mile course and**

**New Format**

**Two Practice and Two Timed Runs**



# The Castle Combe Wessex Sprint 2011



Photographs by Steve Kilvington



## **Monday October 10th - Club Night**

### **SENN'A NIGHT**

To Remember one of the greatest racing drivers ever and to mark the Release of the Senna Movie on DVD we are holding our very own Senna Night. We will have film on the big screen and at the end of the evening one lucky member will walk away with their very own copy of the Senna movie DVD which we will be raffling in aid of the Wiltshire Air Ambulance

**Upstairs function room at the Parkway Tavern**

**Arrive at 8.15pm to buy you drinks for an 8.30pm start to activities**

## **Saturday 15th October Pegasus Sprint Castle Combe**

The event is now full and the entry list should be available on the website soon

As always if you have not entered please consider marshalling

## **Sunday October 16th - Kimber Trial - Chew Stoke**

The MGCC will organise the Kimber Production Car Trial at Chew Stoke, near Bristol

## **Saturday 22nd October - Extra Event**

### **Castle Combe Track Session - Stroke Association Day**

We have arranged the opportunity of a track session during the Stroke Association Day at Castle Combe. The 20 minute session will only be for members of Bristol Pegasus Motor Club, with a maximum of 10 cars on track per session - cost per car will be £35.

To book your place contact Ken Robson on 01454 202687 or 07900 007747 or by e-mail [kenrobson@btinternet.com](mailto:kenrobson@btinternet.com)

## **Friday October 28th - Navigation Scatter**

The October scatter is a joint event with Bristol Motor Club. There will be the usual mix of grid references and basic rally navigation for the majority of locations with a few harder bits of navigation to keep more experienced crews entertained. Entry details will be published on the club website. There is no entry fee but insurance will be required (details in the Regs).

Contact Matt Claydon for more details: [matt@mclaydon.com](mailto:matt@mclaydon.com) or 07920 505163.

## **Monday November 14th - Talk by Alan Freke**

## **Thursday November 17th - BPMC Charity Karting**

**Avonmouth - Our annual charity karting event - more details inside**