

Backfire

Bristol Pegasus Motor Club Magazine



October 2013

Cover Photo : Pete Hart shows us the fastest way to get into a Marlin at the club's Autotest

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Saturday 10th May - Llandow Sprint

Sunday 1st June - ACE Classic Tour

More dates as they are confirmed

Acting Chairman's Chat

By Andy Moss

October, of course, means the Pegasus Sprint. We have been thrilled at the demand for entries this year. The completed forms started arriving with entries secretary Dave Bence the day after they were published and within 5 days we had received 60 entries. It was not long before we were over-subscribed. The popularity of the event is great in many ways, but also leads to us having to turn people away which is something we really don't want to have to do. Sorry once again if you were one of the people we could not accommodate. We took a very simple approach to allocating entries, as stated in the regulations they were accepted first come first served in strict order of receipt.

Fortunately most Pegasus members were quick off the mark returning their forms - should we stick to the simple approach next year ? Or should we apply a selection process based on club and/or championship. There is a lot to be said for keeping it straightforward for all, but at the same time there is a good argument for giving priority to our own club members, particularly people who have contributed to running of the club in some way during the year. We also need to consider those battling it out in the last round of one of our invited championships. Let the committee know what you think !

Perhaps more impressive than the speed with which we received entries from competitors, was the success we have had in getting volunteer marshals and officials for the event. We already have over 60 people signed up to man the marshals posts and organise the start line, paddock, signing on and results etc. Many competitors may not realise just how many people are involved in running the event - as well as the army of marshals we have the secretarial team, an MSA licensed scrutineering team, the time keepers, a Doctor with a wealth of Motorsport related medical experience, as well as ambulance and rescue crews. We also have the Combe Circuit team on hand, complete with the heavy equipment required to repair the safety barriers and circuit infrastructure should any damage occur during the day. In charge of all of this are two of our own MSA Licensed Clerks of Course. This year we also have a trainee Clerk of Course from the club learning the ropes. Overseeing everything is an independent MSA appointed steward to make sure everything is done to a very high standard, he is joined by two club appointed stewards.

I have not added up the exact numbers, but as you can see there may well be as many people involved in running the event as competing in it ! At the end of the event all those people will take away a huge amount of satisfaction from the part they have played in the day. If you want to get involved at any level in some of this please talk to us - you will be made very welcome whether you want to marshal the odd event or aspire to becoming a clerk of course or event secretary, all you have to do is ask and we will do our best to get you involved and make it happen for you !

Away from the tarmac, we had a very successful Grass Autotest at Chepstow last month. Alan Spencer did a brilliant job of organising an event that was a lot of fun, and a great

example of what club motorsport is all about. For a tenner you could take part in a competitive event in your ordinary road car, with no need for helmet, overalls, licences or any other hassle, just turn up sign on and have a lot of fun. This type of event must be the best kept secret in motorsport. When I see people spending a fortune to do a non competitive track day or hear complaints that sprinting or racing is too expensive or has too many rules and regulations, I just can't understand why more people don't join in with this sort of event.

I think a lot of it has to do with a fear that as soon as you take a car off of tarmac and onto grass it will instantly get damaged and fall apart. The reality is somewhat different. Yes your pride and joy might get a little dusty or end up with a bit of mud on it, but 5 minutes with a sponge when you get home and it will be back to the way it was. There is normally much more to damage your car on a track day or circuit than in any smooth grassy field. Perhaps the other complaint is that it is "not fast enough" but that is where the grass comes in again - when you put the "power on" you don't need too many BHP before the magic stuff under your car makes you slide and slip more than on any bit of tarmac - lots of steering input and throttle control is required to get the best time and you suddenly find yourself having a wonderful time !

Of course finding venues for these sort of events is also a lot easier than for tarmac as well, but we are still very lucky to have the help of club member Steve Dummett who kindly let us use his excellent field. The support of people like Steve for the Autotest and Duncan Pittaway for our trial, means we can offer these events at a very low fee that covers our costs and MSA permit and insurance fees. Come along and find out how much fun you can have next year ! Just don't tell too many people about the best kept secret in motorsport or they will all want an entry !

Andy Moss - andy@mossdata.co.uk - 07710 000144

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](#)



Editorial

Welcome to the October edition of Backfire, it's been a relatively quiet but none the less highly entertaining motoring month for me. After the inspiring talk on motorcycling round the globe by Jacqui Furneaux organised by Nick Wood, the highlight of the month was the Gymkhana / Grass Autotest at Chepstow superbly thought out by Alan Spencer.

I got to the event after a night's partying across the border in Wales and have not enjoyed myself quite so much on any previous BPMC outing. There is of course something perverse about taking a completely unmodified Golf estate and thrashing it in a muddy field but it felt completely safe and after the event all the car need was a steam clean around the wheel arches. The entry fee was probably the best £10 I have ever spent .

A particular mention must be made of the final test which included a 'Le Mans' start, a source of much humour as various vehicles refused to start after their owners had sprinted and leapt into their steeds. Congratulations to our acting chairman Andy Moss on narrowly taking top honours from our longest serving committee member Malcolm Allen.

BPMC will be running the Pegasus Sprint on Saturday 19th; last I heard all entries were expected to be taken up, if you could not get an entry please think about coming down to help out with the marshalling. It only takes as many marshals to man the entire Pegasus Sprint as it takes to man a couple of corners at the British Grand Prix, so your welcome presence at the Sprint will make a big difference to the running of the event.

My thanks to Tim Murray for his obituaries on BPMC member Tom King and west country racer Terry Sanger published in this month's issue; if you have any stories to tell don't hesitate to put pen to paper or better still finger to key board, photographs are also welcome.

Wishing you a happy month's motoring.

Ralph Colmar

e-mail: backfire@bristolpegasus.com



Deadline for Next Backfire: 25th October 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

Forthcoming Events

Club Events

Monday 14th October Rally Theme Club Night - Room 4 BAWA from 8.30pm

More Details later in Backfire

Saturday 19th October 2013 - Pegasus Sprint New One Lap Course with 2 Practice & 2 Timed Runs

The entry list is now full and we have a full complement of marshals. **Spectators are very welcome - Free admission to the circuit.**



BPMC at Goodwood Greenpower Grand Final

Mangotsfield School Team MPH will be flying the Bristol Pegasus Motor Club flag at Goodwood on Sunday 13th October having qualified 20th for the for the Goodwood Greenpower Grand Final after completing 99.9 miles at Castle Combe in September.

For anyone interested in cheering 'our' team along the Grand Final takes place at Goodwood Circuit, Sunday 13th October, morning practice with 4-hour endurance race to start at 1300.

Best wishes to team MPH from everyone at BPMC !

Invitations

MGCC(SW) KIMBER CAR TRIAL - Sunday 13th October 2013

BPMC Memembers are invited to take part on the MGCC(SW) KIMBER CAR TRIAL 2013 on Sunday 13th October 2013 at Pagans Hill Farm, Chew Stoke, Bristol, Map Ref 172/558628, courtesy of Tony and Sally Baker. Scrutineering starts 9:30 am, entry fee in advance is £10. (£12 on the day).

Regulations and entry forms available from :- The Secretary of the Meeting Mr B. M Weston, 19 Compton Road, South Cadbury, Yeovil, Somerset BA22 7EZ
Tel:(H)01963440941 (B)01747823232 (M)07929497408 (E)bruceweston@tiscali.co.uk

Bristol Motor Clubs Autumn Navigational Scatter - Saturday October 26th 2013

BPMC Members are invited to take part on the Bristol Motor Club's Autumn Navigational Scatter on Saturday October 26th 2013 meeting at the lay-by on the A38 NE of Barrow Common - OS Landranger ref. ST 553 683. The nearest postcode is BS41 8JS

Signing-on from 6.45pm for departure at 7.30pm. Download Regs and Entry Form from :-

<http://www.bristolmc.org.uk/Pre-event/autnavregs.htm>

Monday 14th October Club Night Rally Theme Night - Room 4 BAWA from 8.30pm

As well as the chance to join fellow members for a drink and a chat our October Club Night will have a rallying theme.

We will have some rally related films on the big screen

Members are encouraged to bring along any rally related Programmes, Photos or Memorabilia.

Whether it is the RAC Rally, a club Stage Rally or a Historic - if it is rallying related we want you to bring along your memories to share with other club members



How many of you remember the Monte Carlo Challenge starting from College Green in Bristol - were you there ?

**If you have been or are going to fly the BPMC flag please do not forget your fellow club members would like to hear about it, send pics and text to :
backfire@bristolpegasus.com**

Guest Speaker - November 11th

Graham Bunter

Graham will be talking to us about stock car racing and Mendip Raceway.



Mendip Raceway opened in 1969 and is in its fortieth season of racing in the Mendip Hills.

It promotes stock car and banger racing primarily, with a number of guest and domestic formulae making up each exciting programme.

The tarmac track and unique up and down hill section makes for fast and thrilling racing, and the pits can cater for up to 100 cars per meeting, spread over up to four different formulae.



With high spectator banking, the viewing is tremendous, with all parts of the track visible at all times, and guests can enjoy a picnic on the banks, or sample the good food and drink on offer at the catering outlets during the afternoon.



2013 Clubmans Championship as at 30/9/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	Andy Moss	17.81	4	Yes
2	Ralph Colmar	11.00	4	Yes
3	Liz Moss	9.92	2	Yes
4	Nick Wood	9.26	4	Yes
5	Tim Murray	7.00	2	Yes
6	Chris Goodchild	5.38	1	No
7	Andrew Firks	5.00	1	No
7	Keith Firks	5.00	1	No
9	Alan Dillamore	4.92	2	No
10	Adrian Jones	4.75	1	No
11	Alan Spencer	4.46	3	Yes
12	Donny Allen	4.33	1	Yes
12	Duncan Pittaway	4.33	1	Yes
12	Ian Parr	4.33	1	No
12	Mal Allen	4.33	1	Yes
16	Richard Reynolds	4.13	1	No
16	Sharon Reynolds	4.13	1	No
18	Bob Bull	4.00	1	Yes
19	Cherry Robinson	3.78	1	Yes
20	Stephen Dummett	3.50	1	No
21	Chris Thompson	3.22	1	Yes
22	Martin Watts	3.00	1	No
23	Arthur Haskins	2.88	1	No
24	Matthew Johnson	2.67	1	No
24	Richard Hearnden	2.67	1	No
24	Roger Brunt	2.67	1	No
27	Linda Dillamore	2.25	1	No
28	Andy Wood	2.11	1	No

29	Danny Castleton	2.00	1	No
29	Ian Hall	2.00	2	Yes
29	Ken Robson	2.00	1	No
29	Mark Astin	2.00	1	Yes
33	Neil Davies	1.83	1	No
34	Brian Davage	1.00	1	No
34	Deborah Hearnden	1.00	1	No
34	Ian Perrett	1.00	1	No
34	Jenny Hall	1.00	1	No
34	Joe Robson	1.00	1	No
34	John Mearns	1.00	1	No
34	Martyn Davies	1.00	1	No
34	Tom Arnold	1.00	1	No
34	Wendy Perrett	1.00	1	No

2013 Marshals Championship as at 30/9/2013

Prepared by Chris Thompson

'POINTS SCORED' POSITIONS	ENTRANT	TOTAL POINTS SCORED	NUMBER OF EVENTS
1	Mal Allen	7	3
1	Tim Murray	7	3
3	Chris Thompson	6	2
3	Nick Wood	6	2
5	Ian Hall	5	2
6	Donny Allen	4	2
6	Liz Moss	4	2
6	Ralph Colmar	4	2
9	Andy Moss	3	1
9	Bob Bull	3	1
9	Cherry Robinson	3	1
9	Coralie Thompson	3	1
9	Dick Craddy	3	1
14	Alan Spencer	2	1
14	Carlie Hart	2	1
14	Jenny Hall	2	1
14	Mark Astin	2	1
14	Mark Benstock	2	1
14	Pete Hart	2	1

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

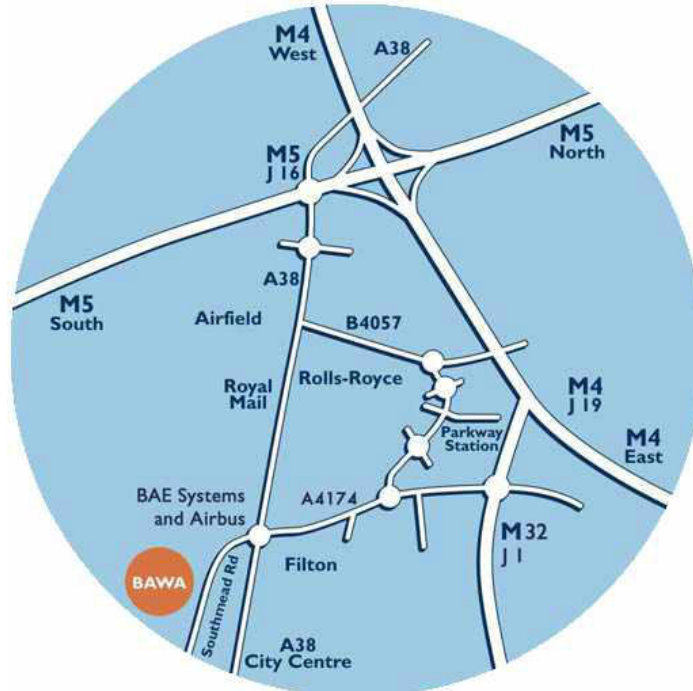
589 Southmead Road, Filton, Bristol, BS34 7RG



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 : The Next BPMC meeting at BAWA is on Monday 14th October at 8:30pm.

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

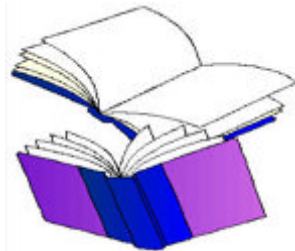
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



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 Alan Spencer.

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

2013 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



Date: Thursday 14th November 2013

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 can not 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



This event will raise around £1200 which will be donated to the chosen charity of Bristol Pegasus Motor Club

Bristol Pegasus Fantasy Formula One 2013

Results Up to Italian GP - Prepared by Andy Moss

Martyn Davies	Hamilton	Rosberg	Lotus	Mercedes	Mercedes	Australian	493
Ken Robson	Hamilton	Vettel	Mercedes	Williams	Mercedes	Spanish	475
Helen Davies	Grosjean	Raikkonon	Lotus	Mercedes	Mercedes	Chinese	435
Mike Marsden	Raikkonon	Vettel	Mercedes	Sauber	Rosso	Monaco	415
Joe Robson	Alonso	Hamilton	Mercedes	Williams	Mercedes	USA	403
Tim Murray	Maldonado	Rosberg	Lotus	Mercedes	Redbull	Belgian	399
Mary Craddy	Hamilton	Vettel	Lotus	Williams	India	Belgian	380
Rex Meaden	Hamilton	Vettel	Lotus	Rosso	Sauber	British	379
Alyson Marsden	Hamilton	Vettel	Lotus	Sauber	Caterham	Australian	378
David Garnett	Raikkonon	Vettel	India	Lotus	Williams	Australian	377
Dom Bennett	Hamilton	Vettel	India	Lotus	Rosso	Japanese	373
Mark Niblett	Hulkenberg	Raikkonon	Lotus	Mercedes	Mclaren	Hungarian	364
Matt Johnson	Hamilton	Vettel	Lotus	Williams	Sauber	Italian	364
Charlie Emsley	Button	Rosberg	Mercedes	Rosso	Ferrari	Monaco	352
Ross Willing	Hamilton	Vergne	India	Redbull	Caterham	British	342
Martin Baker	Hamilton	Resta	Lotus	Sauber	Redbull	Canadian	342
Dick Craddy	Alonso	Raikkonon	Mercedes	Williams	Sauber	Italian	337
Richard Reynolds	Hamilton	Raikkonon	India	Sauber	Lotus	German	337
Mal Allen	Hamilton	Vettel	Lotus	Williams	Sauber	Brazilian	336
Alison Bennett	Raikkonon	Vettel	India	Williams	Ferrari	German	330
Ian Hall	Bianchi	Vettel	Marussia	Redbull	Marussia	Australian	328
Caroline Meaden	Button	Grosjean	Caterham	Mercedes	Redbull	Hungarian	316
Jenny Hall	Hamilton	Vettel	Marussia	Mclaren	Caterham	Canadian	311
Liz Moss	Alonso	Vettel	Rosso	Williams	Lotus	British	306
Steve Clark	Resta	Rosberg	Sauber	Rosso	Redbull	British	295
Helena Sarsted	Button	Raikkonon	Mercedes	Williams	Mclaren	British	290
Simon Moss	Raikkonon	Vettel	Sauber	Williams	Ferrari	Abudhabi	285
Victoria Phillips	Hamilton	Resta	Ferrari	Sauber	Williams	British	272
Bill Farrow	Alonso	Hulkenberg	India	Lotus	Mclaren	Australian	267
Pete Stowe	Hamilton	Raikkonon	Mclaren	Sauber	Williams	British	264
Martin Emsley	Garde	Raikkonon	India	Mclaren	Redbull	British	249
Ann Farrow	Button	Resta	Caterham	Lotus	Redbull	Monaco	240
John Page	Button	Raikkonon	Lotus	Williams	Lotus	Belgian	238
Kate Umfreville	Button	Maldonado	Lotus	Rosso	Redbull	Canadian	237
Donny Allen	Alonso	Rosberg	Caterham	Mclaren	Williams	Usa	204
Thomas Wigley	Button	Hamilton	Mclaren	Williams	Marussia	Monaco	201
Marc Rogers	Button	Sutil	Mclaren	Rosso	Mercedes	Bahrain	194
Andrew Moss	Button	Resta	Mclaren	Williams	Mercedes	British	180
Sharon Reynolds	Button	Chilton	Caterham	Marussia	Rosso	Bahrain	160
Chris Bennett	Button	Vergne	Mclaren	Rosso	Mclaren	Canadian	142

Pegasus Speed Championship 2013

<i>Position</i>	<i>Name of Competitor</i>	<i>Total Points</i>	<i>No of Events Entered</i>
1	Martyn Davies	16.83	5
2	Roger Brunt	16.81	4
3	Toby Harris	14.46	3
4	Martin Watts	14.33	6
5	Lisa Selby	13.36	3
6	Trevor Hartland	11.05	2

2013 Invited Speed Events

Date	Organising Club	Venue	Event Type
06/10/2013	Bournemouth & DCC	Clay Pigeon Raceway	Sprint
19/10/2013	BPMC	Castle Combe	Sprint

Pegasus Club Trip - The Classic Car Show Friday November 15th - NEC Birmingham

The Lancaster Insurance Classic Motor Show is the biggest and most popular classic car exhibition in the UK. With over 1500 wonderful cars from all eras, showcasing a myriad of marques and models, this really is every motoring enthusiast's paradise!

Every year tens of thousands of visitors, from all over the world, gather for this annual homage to motoring history. Whether you are a classic car owner, collector, enthusiast, or if you simply love all kinds of cars, this really is a 'must do' show!

This 'Grand Finale' to the UK classic season celebrates all ages - the veteran, the vintage, the classic and the future classic, bringing together the whole motoring spectrum in this unique annual celebration of motoring.

The show also hosts the single biggest gathering of UK companies and traders in the market, offering every conceivable product and service to the classic car owner/enthusiast, plus some superb features that are totally unique.

"It's all about bringing together people who share a passion for cars"

Nick Wood is organising a minibus for the trip. If interested please contact him on 07786936941. Numbers are limited so please get in touch asap.

2013 Calendar

For latest news visit www.bristolpegasus.com

Date	Event	Time	Club	Venue
Sunday 13th October	Kimber Trial		MGCC	
Monday 14th October	Club Night	8.30pm	BPMC	
Saturday 19th October	Pegasus Sprint		BPMC	Castle Combe
Friday 25th October	Navigation Event		BMC	
Monday 11th November	Club Night	8.30pm	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	



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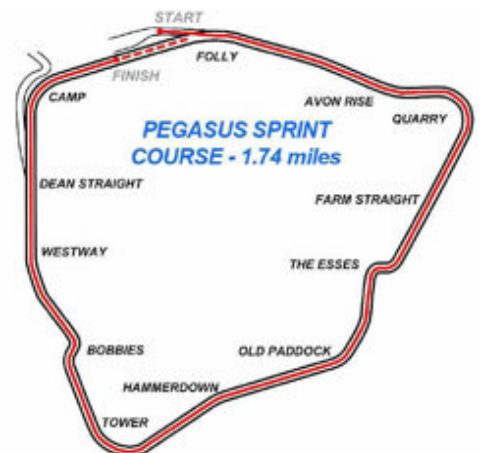
www.a1autocollectables.co.uk

Saturday October 19th **The Pegasus Sprint - Castle Combe** **Full Lap Course with 2 Practice & 2** **Timed Runs**

Supplementary Regulations now available

Entry is now Full

Spectators welcome - Free Admission



Obituaries

Tom King 1920 - 2013

Tom was born in Sydney, Australia, in March 1920 to parents originally from London. In 1935 most of the family, including Tom, moved back to England, and Tom started work at Vickers Armstrong at Brooklands in Surrey, first in the workshops and later in the design office, working on aircraft such as the Wellington.

When war broke out Tom wanted to join the Royal Navy but wasn't allowed to as he was in a reserved occupation (one considered to be more important for the war effort). He did join the Home Guard and became a sergeant. One day in 1946 Audrey Edwards, a young tracer at Vickers, was looking out of her office window and spotted a young man parking his motorcycle. "Who's that?" she asked. "Oh, that's Tommy King – he's nice!" came the reply.



They met for the first time, on a hot day, at the cold water tap outside the offices. To cut a long story short, they were married within the year. They then moved back to Australia where their two sons David and Bill were born. Tom was working for De Havilland Australia as a draughtsman, including helping to design a new light transport plane. There was a competition to find a name for it, which Tom won with his suggestion of 'Drover'.

In 1950 the family decided to return to England to settle permanently, and in 1958 their daughter Linda was born. Tom got a job at the Bristol Aeroplane Company at Filton, remaining with them until his retirement in 1983. Here he worked on many projects, including Brabazon, Britannia, 188 and Concorde. After his retirement he was headhunted to do subcontract work for the companies Mapline and Piper, retiring finally in 1990. In 2001 Tom and Audrey moved to Hayle in Cornwall, to be near to Linda.

Tom's interests outside work were many, including sport (chiefly cricket, swimming and surfing), gardening, wine making, jazz and conservation work (tree planting, managing local nature areas etc).

We knew him best as a member of our club from its reformation in 1955 until his death. He started out competing in his beloved Austin Sevens. There were four of them, all called Flossie. The first Flossie was a rather dilapidated 1929 model acquired in 1953, in which both Tom and Audrey passed their driving tests. She was succeeded by Flossies II, III and IV. All of these were pressed into service in a variety of motor sport events, especially rallying. Here they more than held their own until the advent of more modern cars, especially the Mini, in the early '60s. Tom was especially chuffed to finish 33rd out of 63 entries on the 1960 Cross Trophy Rally.

In later years Tom was a great servant to the club. He was one of the small group who set to and worked very hard to keep the club going in the doldrum years of the mid '70s,

when it came close to being wound up. He served two spells as a committee member. For many years he was a conscientious auditor of the club's financial accounts. He also acted as club steward at many of our sprint events, mainly at Colerne. He would always walk the course before the event picking up loose debris that shouldn't have been there – nails, screws, odd bits of metal, etc which could have caused damage if picked up by a competing car. Every time he would come back with a large quantity of these, which led to the running joke with event secretary Dick Craddy where Dick would suggest that Tom had brought these bits and bobs along from his own garage.

Any role that Tom took on in the club was thought carefully through in advance and then performed calmly and conscientiously, and with great good humour. Those of us who knew him will miss him very much.

Tom's funeral in Cornwall was a lovely, informal event conducted by his son David. Half of Tom's ashes are being returned to his native Australia, and as David told us, these would likely be the only Ashes returning to Australia this year.

Many thanks to Tom's daughter Linda for providing the biographical details.

Tim Murray



Above Tom King (Centre) with Arthur Tankins (Left) and Geoff Brown (Right) at the Club's Castle Combe Day in 2001

Terry Sanger 1934 – 2013

Terry was a larger-than-life character in all respects, who had a wonderfully varied motor sporting career on both two and four wheels. He was also a great friend to our club, and gave us many entertaining and hilarious talks over the years, as well as acting as instructor at our track days at Castle Combe.

Terry started his competition career in 1953 when an apprentice at Bristol Aero Engines (now Rolls-Royce). After becoming a marshal at Castle Combe (where he witnessed Stirling Moss's famous accident at Quarry Corner) he started racing in a 500 cc Tiger Kitten. In his early years he also raced motorcycles, but his size meant that he was at a bit of a disadvantage on these compared to smaller, lighter riders.

Terry raced an amazing variety of saloon, sports and single-seater cars during his career. There was the ferocious V8-powered 'Fraud' Cortina with which he won several Special Saloon championships in the late '60s. He was for a time the works driver for Marcos, who were based in his home town of Bradford-on-Avon, and also raced Ford GT40s in some of the big European sports car races.

He raced in the early days of F5000 in various proprietary machines before designing and building his own car, the Harrier. This car was unfortunately destroyed in a monumental shunt at Mallory Park.

Terry was a gifted development engineer. After he stopped racing he was involved in many motor sport and road car engineering projects including the ERA Mini.

We got to know Terry in the late '80s when he first started giving us talks. He was a brilliant raconteur who gave us many hugely entertaining talks over the years about his life with motors and motor sport. The last time we saw him was at our club night in March this year. When the guest speaker was unavoidably delayed, with very little persuasion Terry stood up and launched into one of his excellent stories.

Here are just a few of his anecdotes, based on my limited recollection, so apologies to those who may remember them better than I do:

One of Terry's placements when an apprentice at Bristol Aero Engines was in the Purchasing department. This involved putting parts out for subcontract to outside suppliers. Terry looked at some of these items and reckoned he could make them himself cheaper than some of the quotes, so he and a mate set themselves up as a business – headed notepaper etc – and put in quotes to supply various items. Terry as part of the Purchasing team was then able to get these quotes accepted, and he and his mate made the items in the garage in their spare time.

One of the good things about working at Bristol Aero Engines was access to a fax machine. Terry heard about a motorcycle race being held in Morocco which was paying good prize money, so started negotiations with the organisers via the fax machine, persuading them that he and his mate were top British bike racers. Their entry was accepted, so Terry and mate loaded their racing bike onto a trailer towed behind a Triumph TR2 and set off across Europe bound for Morocco. They used a school atlas for

guidance, and for sustenance they stashed an enormous fruit pie, made by one of their mums, under the TR2's dashboard.

On arriving in Morocco they found the school atlas was now little help as all the road signs and place names were in indecipherable Arabic. Undaunted, they pressed on and finally made it to the race venue, where they booked in to a cheap hotel. Not trusting the locals, they carried the race bike up to their room at night, riding it down the stairs in the morning.

The race went well. Terry's mate, being lighter, had proved quicker in practice and got to ride in the race, finishing second. This brought them a large amount of prize money, with one snag – they weren't allowed to take it out of the country. So they lived in style for a couple of weeks and bought various goodies to take home with them before blowing what was left on a luxury ferry crossing to the south of France.

Their arrival happened to coincide with the Monaco Grand Prix, so they went along for a looksee and found a British competitor in the Formula Junior support race who was very disconsolate, having broken his engine in practice. Terry struck a deal with him whereby if they could fix the engine he'd give them half of any prize money he won. Terry then did the rounds of the other competitors, scrounged the required bits and rebuilt the engine. The car went well in the race so Terry received a nice little sum in prize money, and he and his mate returned home rather better off than when they left.

Terry was a race instructor at Castle Combe for many years. One day he was approached by a man who'd turned up with his son in a beautiful Morgan Plus 8. The man told Terry that his son had decided to become F1 World Champion, and asked if Terry could go out with him and give him a few tips. Terry went out with the lad driving, and was not impressed, so got behind the wheel for a few quick laps. The lad got out of the car rather ashen-faced, and a short while later the father came and told Terry that the lad had now decided that he no longer wanted to be F1 World Champion.

I know I haven't done these stories justice, but might I hope have given a little insight into what a great character Terry was. He will be much missed.

Tim Murray

Right : Club members had a wonderful day that many of us will never forget when Terry hosted us for a BBQ at his home in 1999. Terry put on two trips round the narrow lanes of Bradford on Avon in his 1943 6 litre 10 seater WWII Saurer Gun tractor.



September Club Night - Jacqui Furneaux talk



Chepstow Grass Autotest 22nd September 2013 - Results

Class	Pos	Driver	Car	Total Time (sec)
2	1	Keith Firks	VW Golf	618.5
	2	Andrew Firks	VW Golf	650.8
	3	Ralph Colmar	VW Golf	740.7
4	1	Andy Moss	Marlin Roadster	597.1
	2	Mal Allen	MG Midget	623.4
	3	Pete Hart	Marlin Roadster	638.1
	4	Nick Wood	Mazda MX5	655.1
	5	Ken Robson	MGF	685.9

Awards

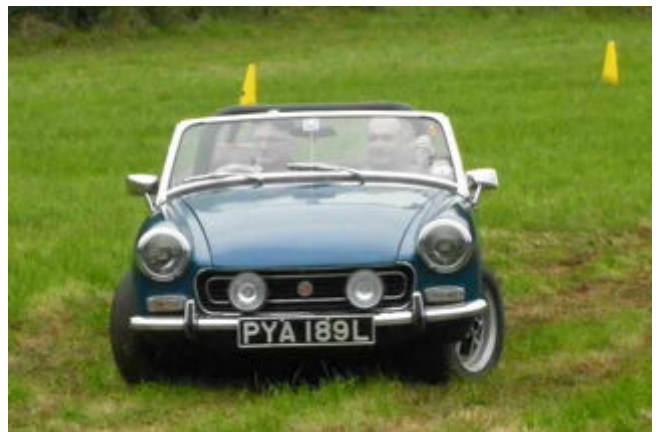
Turbine Trophy (for fastest overall time) - Andy Moss

Class 2 Award - Keith Firks

Class 4 Award - Mal Allen

Awards will be presented at the Bristol Pegasus MC AGM in December. Any award winner not able to attend should make arrangements for their award to be collected. Thanks to everyone who entered what turned out to be an enjoyable event. Especial thanks to Clerk of the Course Alan Spencer for all his hard work, and to those who turned out on the day to marshal.

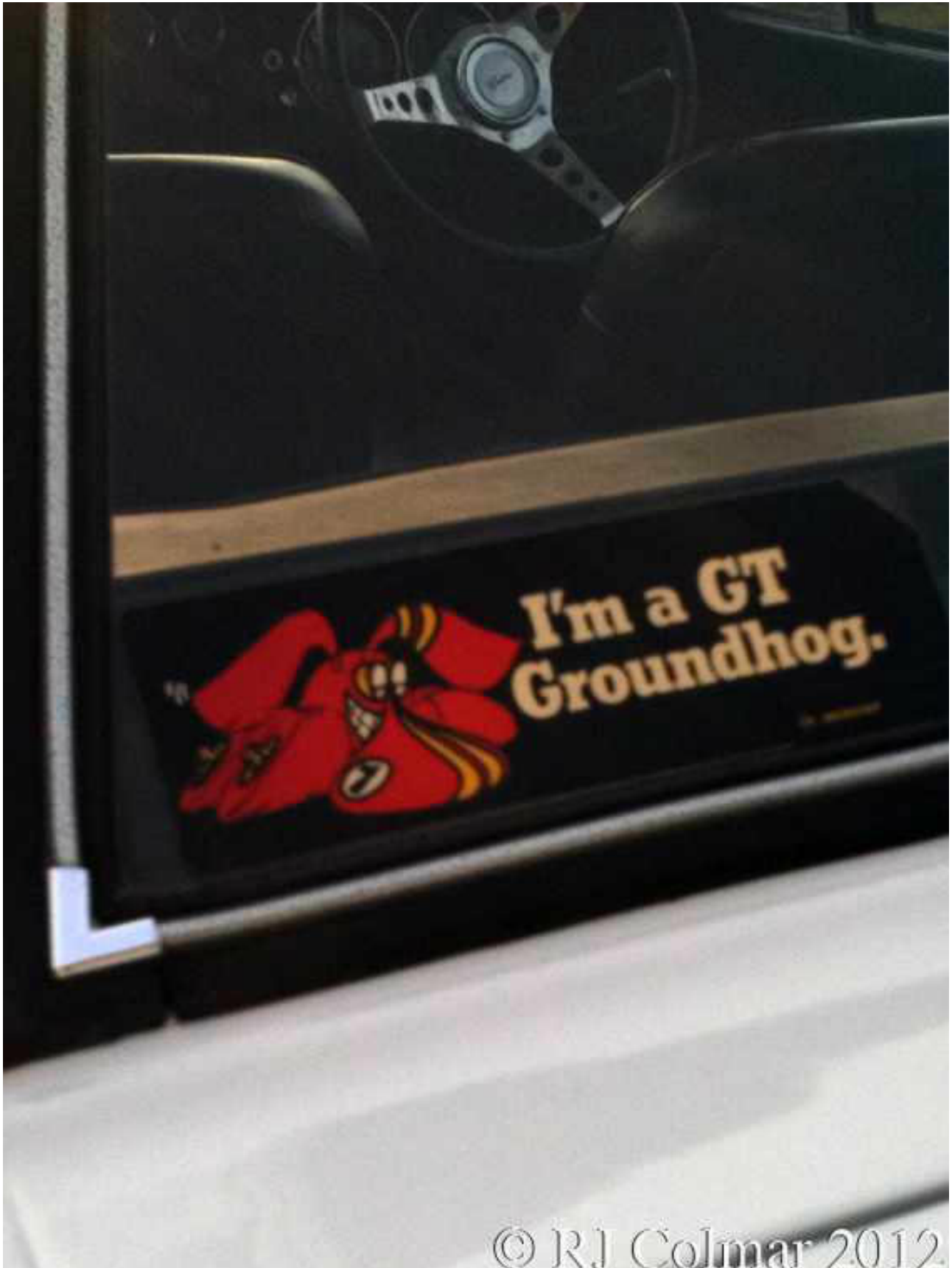
Gymkhana / Grass Autotest at Chepstow



Gymkhana / Grass Autotest at Chepstow



Remember When



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