

Backfire

Bristol Pegasus Motor Club Magazine



Former President Mike Manning driving his 1916 Model T Ford at Pardon Hairpin, Prescott Hill Climb. Photo Courtesy Dick Craddy



October 2022

Bristol Pegasus Motor Club

Club Motorsport at its best



Recognised
Club

Member of:

Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

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



Photo Gallery – gallery.bristolpegasus.com



Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com)



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



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We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

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



Nick's Natter

On August 12th after finishing work 4 of us BPMC members travelled to Shelsey to marshal for the weekend. It was the British Hillclimb Championship round and very very hot as you may well remember. We were even hotter than normal because we were in ORANGE!! We were kindly loaned the proban suits by the club. Sadly mine was not a very good fit. On Saturday I was on startline which was unbearably hot as there was no shade, thankfully I had a different post on Sunday. We got 2 free drinks after the event, which were very welcome. We all had a great time. And thanks again to Martin Bannister and friends for inviting us.

Because of the heat there were no records broken in the top 10 run-off but they were all very close times and exciting to watch. Unfortunately as we were on post we couldn't take any pictures on the hill.

For anyone that enjoyed the band at our 75th – No Parkin and would like to see them again, they will be playing at Lydney Town Hall on October 21st.

On a more serious and sad note I heard that Dave Edwards has passed away. Dave was chief scrutineer at our Pegasus Sprint. He was always helpful and accommodating and will be greatly missed. Our thoughts are with his family.



Scott Moran & Wallace Menzies

Nick Wood

Editorial

Welcome to October's edition of Backfire.

As I write this the country is mourning the passing of our Sovereign, and by all accounts a fellow motoring enthusiast, Queen Elizabeth II.

We all send her family our deepest condolences as the 2nd Elizabethan age, the only one which many of us will have known, passes into the history books.

Sadly that is not the only death we have to report this month. Our former club President Mike Manning passed away in August, Dick Craddy has kindly written an obituary for him and we extend our sincerest condolences to Mike's family and friends.

We also have to report the passing of Ted Williams, the larger than life west country racer of a brutal March 707 Can Am car and March 811 Formula 1 car among many others, a friend of the club who attended and entertained at several of our club nights. We also send Teds family and friends our sincerest condolences.

Finally we extend our condolences to the family and friends of 1978 British Rally Champion Brian Culcheth who was to spend an evening with us at one of our club nights which had to be cancelled at short notice and regrettably was never rescheduled.

As I have already hinted we will have to discontinue the printed version of Backfire unless someone would like to come forward and take over printing and distribution of around 70 copies per month. Please contact any of the committee members listed on page 2 of this edition if you would be interested in taking on the responsibility.

This month's Club meeting, the last at the Plough in Pilning will be at 7pm on Monday 10th October and the Clubs final Breakfast Meeting of 2022 will be at Forest Dean Railway on Sunday October 30th.

With luck I will be catching up with everyone at Dean Forest Railway at the end of the month.

Thanks for contributions to this month's issue from Dick Craddy, Rob Ford, Phil Jones, Tim Murray, Richard Reynolds, Tony Smith, Alan Spencer, Nick Wood and Cherry Robinson.

Wishing you all a safe month's motoring !

Ralph Colmar

Events

Monday 10th October - Club Night - Plough at Pilning - 7pm

This will be the last club meeting at the Plough.

Saturday 15th October - Pegasus Sprint Castle Combe



Entries are now closed.

Marshals are also being sought to help run the day. In return for your time you will be rewarded with a free lunch and a bottle of wine, please contact Cherry Robinson if you would like to help out.

Monday 14th November Club Meeting CHANGE OF VENUE BAWA Leisure Centre



From November 14th our club meetings will be returning to BAWA Leisure Centre. Our first speaker will be the intrepid Duncan Pittaway who is probably best known for his restoration of the fearsome fire breathing 1913 FIAT S76, but also competes with several other interesting vintage cars.

Invitations

Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

04-Oct Richard & Penny Shepherd-Barron Motor Racing Adventures

18-Oct Ian Doble - "LOTUS Cars, Engineering and beyond"

01-Nov Henry Mann - Alan Mann Racing

Mike Manning

It is with significant regret that we announce the passing of Mike Manning on 20th August, just one month short of his 95th birthday. Mike, with declining health, had been resident in a Care Home for the last few years, regrettably during the period when Covid 19 hindered contact with Gill and his family. Until recently he had been our President having been a member since the 1950's. In the 1950's and 1960's he contributed significantly to the activities of the BACMC which, in recognition, lead to his appointment as President. Mike donated the Rudgeway Trophy to the BACMC at a time when a number of trophies were donated by committee members, another being the Crumpled Cup.

Mike had a very 'open' personality and was a significant achiever. His early employment was in the engineering offices of Bristol Aero Engines. Motoring was a lifelong passion. He entered his first event, being a Rally on the Isle of Wight, in a Morris Minor, in 1951. In 1961 he was entered by Skoda UK, via Horace Gould, into the 10th RAC International Rally.

Mike's long-standing passion centred on Veteran cars given his ownership of a 1902 Peugeot, 1916 Model T Ford and a 1910 Talbot. Consequently, he was very well known and respected in veteran car circles via his membership of the VCC. Messerschmitt 'Bubble Car' ownership was also a passion. In later years he also owned two 'modern' cars being a Triumph TRA and a TR6.

His interests were wide-spread given that he was the joint founder of Thornbury Motors, the Mayor of Thornbury for a period and a member and former President of Thornbury Rotary Club. Mike was also a nationally respected philatelist and in later years, an enthusiastic owner of a model steam yacht.

Mike latterly lived in Wells where, rightfully, he had the good fortune to have strong support from Gill, his wife, and his family to whom we send our sincere condolences.

Mike Manning: From the beginning.

The following article, starting with Mike's early competition experiences, was published by the Somerset Automobile Club in 2020.

Mike Manning's involvement with cars has been a lifelong passion. Much of this interest has been recorded in text and photographs. Consequently, I will publish a series of articles in the forthcoming issues. I am very grateful to Gill for her tenacity in supplying these memorable records.

Being an employee of the Bristol Aeroplane Co. Engine Division Mike and a longstanding member (since the 1950's) of the BAC Motor Club (now Bristol Pegasus MC) of which he was President until recently.

We will start in 1951 with Mike's earliest recorded competitive entries and his oldest car, a 1902 Peugeot Type 48.

1951 Morris Minor.

Much to his father's irritation Mike started motoring competition with this 818cc side valve engined Morris Minor when the car was only a few months old. As a teenager Mike spent much time in Ellis Cuff-Miller's garage near his home in Littlehampton. The garage is currently a Ford Dealership, as is Thornbury Motors of which Mike was a joint founder.

The photo on the left was taken in 1951 following Mike's first Rally, sponsored by the Daily Telegraph, which was held on the Isle of Wight. Mike, accompanied by Cuff-Miller, won their class and are shown here proudly displaying the class winners' trophy.

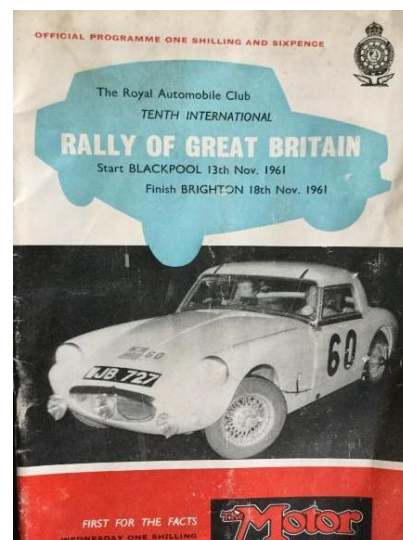
The second photo (right) was also taken in 1951 when Mike entered the Exeter Trial. The well-known Sims Hill is the location shown.



1961 Skoda Felicia.

In 1961, Bristolian Horace Gould entered the official three car Skoda Rally team in the 10th International RAC Rally. The then current Felicia model was selected, and the team lined up against works entries from Austin-Healey, Sunbeam, Morris, Ford Zephyr, NSU, MG, Ford Anglia and Vauxhall. The 'official' programme, costing 1/6 is shown on the right.

In addition to Horace's own car, the other two were crewed by Mike Manning/Clive Edwards and Norman Kell/Brian Dunster. Norman Kell was a fellow BACMC member. Mike's entry was the last listed at number 169 albeit there were only 161 accepted entries.



The rally started in Blackpool on Monday 13th November and finished in Brighton on Friday 16th. With only one overnight halt at Inverness on Tuesday night it returned via Scarborough, Oulton Park, the Epynt military ranges and Prescott Hill Climb. A true endurance Rally that covered over 2200 miles.

Mike's car was one of the two of the Skodas that finished, not without repairs en route, in a commendable 56th place out of 81 finishers.

1902 Peugeot Type 48.

Produced between 1902 and 1909 the Type 48 was powered by an 833cc single cylinder engine. While previous Peugeot models had been chain-driven rear engined designs this model incorporated a 'prop shaft' which allowed the engine to be located in front of the driver.

Mike's notes tell the story of his early ownership:

The car had been imported from Czechoslovakia in c.1972 by Marcus Thompson of Dalkey, Dublin. Subsequently advertised in the Veteran and Vintage magazine it was described as being 'in perfect running order'. Mike inspected it on 4th May 1975 and agreed to purchase the car having paid a suitable deposit. Regrettably, the car was not as described given that it lacked a bonnet, correct radiator (a Talbot radiator was fitted) or cooling system. Strips of lorry tyres had been bolted to the wheels. It carried the registration P18, that being a Prague number.

When imported into the UK a major restoration job commenced. The engine, which was found to have the original Peugeot carburettor and inlet valve control mechanism was, together with the crown wheel and pinion, completely stripped down, and all of the original parts were retained. (The engine had been fitted with a spurious generator bracket and pulley which was discarded). The chassis frame was shot blasted and primed. It was found to be in near perfect condition.

The engine was reinstalled together with the original silencer and with the wheels now fitted with new Dunlop Tyres, the chassis was rolled out for the first time. Also, in place was a replica radiator which was constructed using soldered copper pipes and 550 specially punched out fins! The next task was to renovate the front seat assembly which retained the original frame painted and was reupholstered. As Mike notes the car was 'beginning to look really good'.

It was now time for the first engine run which regrettably was a very smoky event. However, with the oil system correctly fitted that never happened again.

Work continued with to manufacture a bonnet. An original Type 48 bonnet was used as a pattern together with reference to contemporary photographs. A special jig was made in order to form the tapered louvers. However, before the bonnet was fitted

the car was taken, in September 1976, for a first run on the A38 at Rudgeway, adjacent to Mike's home.

With the replica bonnet fitted it was now time to enter the Veteran Car Club's London to Brighton run for the first time. As ever, Hyde Park was the gathering point and Sunday 7th November was the date, this being just two months after the first post restoration run. The run was successfully completed, and this was the first of a further 28 Brighton runs of which only one was unsuccessful when a wheel fell off.



This photo, without rear tonneau, was taken at time of the first 'Brighton Run' entered in 1976. Mike's daughter is the passenger



Michael and Gill at a much later VCC Romsey Rally. The car has now been re-registered with a period number.

Back home in Rudgeway, work continued on the construction of a rear entrance tonneau body, built on the billiard table!

With the tonneau body fitted the 1906 Peugeot type 48 was now complete!

For those of us who had the pleasure to join Mike and Gill on the London to Brighton Run in the Peugeot it provided a significant memory.

Dick Craddy

RIP



Brian Culcheth 1938 - 2022



Ted Williams 1938 - 2022

Bill Farrow Memories

As most of you may recall, last year we added to the sprint awards the Bill Farrow Cup, for road going sports cars. This was to celebrate the Motor Sporting life of Bill.

He always wanted a Morgan and around the late 70s he bought a Morgan 4/4 four seater and decided to sprint and hillclimb this car as he had become involved with the BAC Motor club through Rob Taylor, and the antics of Rob and his love of Motor Sporting events with the club.

Bill was my scout leader and I was the lad that kept him and John, Bill's brother, in constant concern as to what we as scouts were to do next, (another story maybe).

After I had taken up Rallying I also joined BAC to compete in the sprints at Colerne, can you remember those early days??? Meeting Bill again was the start of a long friendship that took us through club Navigation events, Sprints, Trialing, PCTs, autotests and so on.

Bill would always drive his car to events, no matter where in the country and also in Europe, and to try and encourage others to carry on this practice we introduced this cup to remember 'OUR BILL' and also Ann Farrow, Bill's wife who is also a great supporter of this club and at times Bill's co-driver.

Bill unfortunately became ill and succumbed to the COVID, whilst in the nursing home. The car is still alive, the Morgan, with its Twin cam Lotus engine and is still in the Farrow family with Bill's granddaughter. who presented the trophy at last year's sprint, bringing along the RED Morgan. I'm told she might even have a go some day.

I have lots of other stories about BILL and I over the many years we were Trialing, and may continue with a few little ones later.

Here's to Bill and Ann..... THE ROAD GOING SPORTS CAR CUP



Alan Spencer

Rods, Gassers and Americana at BPMC 75th Anniversary



Pro Zac Willys Coupe



Martin Bishop Bad 'n' Blown Ford Pop



Ford



Ford F1



Austin (Pinnfarina) A40



Rover P5B



Morris Minor Van



Ford Roadster

Photo's by Tony Smith more on the BPMC facebook page

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.

BPMC polo or sweatshirts

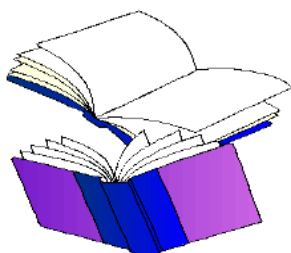
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencerATgmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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and use the Amazon link to buy books, CD's /DVD's**

It's an uphill struggle....

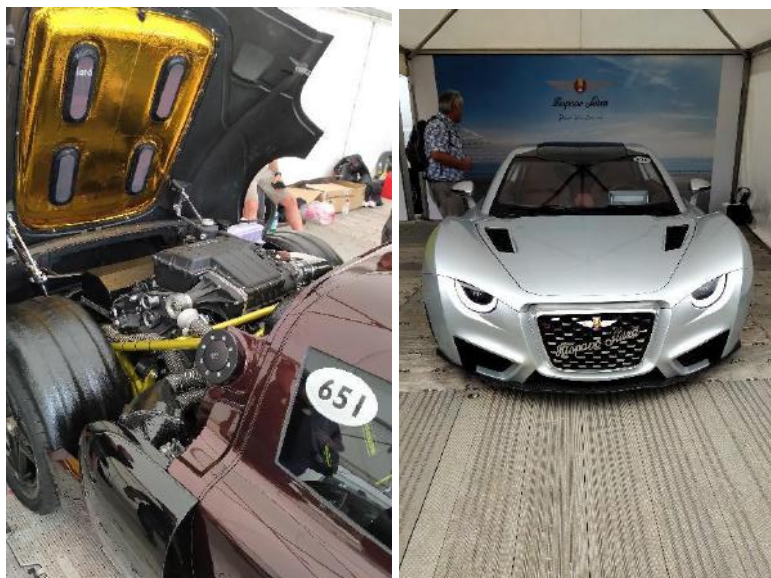
Sights for sore eyes...

We managed the Thursday at the Festival of Speed, 'there and back' in the day, which was better than I feared. Found a cracking pub on the way home too, about an hour from the Goodwood.

Some lovely machines included quite a few exotics recently launched, some bringing back names from the past and some refreshingly new. Made the words 'Ferrari' and 'Lamborghini' seem quite last century.



A ridiculously powerful Hennessy Venom F5 and...I was not aware of this come back...a Delage. Single seat, sort of BAC Mono on steroids. It was a Hybrid and made a V12 noise, but I am not sure which V12 it has. I hope they have deep pockets to get this thing launched. The low-key stand suggested otherwise!



Along the way, the Radford – beautifully detailed with a McLaren F1 'esque gold engine cover lining. The other is a Hispano-Suiza – anyone realise they were being brought back from the dead? Strange looking thing from the side and rear and a bit

Audi R8 from the front. I couldn't quite make this one out, but I am sure someone will love it.

The one that really impressed though, was the Czinger. I had seen something about it online but pretty much ignored it as I am not really into these pop-up supercar brands. Mind you, people probably said that about Lamborghini back in 1963 so what do I know?

But I must say the Czinger is a bit special. Not sure which motor it's got – it's a Hybrid – but it's apparently a 2.88 litre V8 and it revs to 11K. Given that this is a Californian outfit, I was trying to think of US based motors that would fit the bill but got stumped once the words Cosworth and IndyCar came to mind. Anyone know what it is?



The resurrected Aston Martin Bulldog made an appearance. I recall it from the Motor Show guides that I always bought as a lad, but I have never seen it in the tin before. It's very late 70s and quite wonderful.





The BMW M division's 50th Anniversary was featured in the dramatic sculpture outside Goodwood House. I had to chuckle when I saw a family, sat on the grass, having a picnic directly under the upturned M1 Procar. Clearly, they have great faith in stress engineering – or perhaps they were just immersed in their picnic...

And what of Shelsley Walsh with the 'repaired' Marcos 1800GT? It ran like a bird, as if nothing had ever happened. It was a quite surreal.



The weather was a bit moist and there were only 3 in the championship class that Lloyd was in but, after much slip sliding about, he came second behind an Elan 26R but ahead of the Ginetta G4 this time, which was a good result. To be honest, we were more than overjoyed that the car ran well all day. There was some fabulous machinery there – one next door neighbour was in a 4 ½ litre Bentley and on the other side was a 1969 Cooper F5000. It was a wonderful day all round.

No sooner was everything unpacked, then we were off to Prescott the next morning for the Members Garden Party. Owen was going to take the 128, but he had returned from college with Covid, so he didn't make it. Lloyd ran the Lotus Exige up the hill for bit of fun and the C.O. and I took the Jeep and enjoyed a civilised picnic in Ettore's field.



Some lovely cars attended and it was a nice, relaxed day, with no trailer, no scrutineering or 'problems' to sort. I only had to sit and eat and totally nailed it.



This Tiger was not 'original' with its large Minilites and engine turned dash but, as a hot rod road car, it looked the biz. I loved it.

I have not seen anyone put S3 Exige wheels on a Europa before, but it looked good to me, as did the lovely Climax engined Elite. What a picture.

As we were going to picnic, I knocked up an old favourite from my childhood that my mother used to make as a special treat. She always called them 'Egg Stuffs.' Doesn't sound that appetising, does it?

Just in case you feel the urge to put the Allen keys down and pick up a pan instead, here's a non-car / motorsport / classic top tip...

Boil the eggs hard, blanch them in cold water to release the shells a bit, shell them, halve them longways, scoop out the yoke into a dish and mix with a bit of salad cream and some small brown shrimps, pan fried in olive oil, garlic and a bit of seasoning. Mush that lot together into a sort of pinky yellow playdough (!) and spoon back into the halved egg white shells. Fantastic and, probably, healthier than my usual bacon roll.

It's no wonder that Brooklyn Beckham has transitioned so easily to be a chef. Now, where did I park my McLaren

Jones the Speed

What is it ?



Answer Simon Bainbridge's 750hp Audi R8 at Lydden Hill

For Sale



Project for next session anyone!

Hillclimb/ Sprint Jedi, MSuk Log booked 1992, Suspension stripped re-welded, full body kit and rear wing, new undertray, needs reassembling. Yamaha R1 engine. Would take road going classic (in need of refurbishment) as part exchange WHY ring/email Alan Spencer :- alan49spencerATgmail.com 01179 712587

Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 850 Members in the group
- Breakfast Meeting Photos
- Photo's from our Track Day
- Photo's from our delayed 75th Anniversary
- Pegasus Sprint Updates
- Event invites



NEW : You can now view the group without Joining facebook.

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

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

Motorsport UK RS Clubman licence



Renew or Apply for your free 2022 Licence now !

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

Online Application for the FREE RS Clubman licence begins here:-

<https://rsclubman.motorsportuk.org/>

50 Shades of Red

With the excitement of an early summer holiday, my Lydden Hill / Shelsley Walsh double header weekend and our Trackday with delayed 75th Anniversary over August was a relatively quiet month in which I hoped to get some routine maintenance done on Madge.

However that plan, and budget, went out the window when a chap local to me announced he had an unexpectedly available slot on his MX5 rust protection programme. I'd been to see Anand earlier in the year but he was incredibly busy so I waited until he had some more time.

I am glad I did because a bright sunny August is a far better month for rust protection to dry and cure than a damp wet January. Of course a warm hot sunny August is a far better time to do any work on a car but with Madge being away and more overtime I got almost no planned routine maintenance done at all.

While packing Madge, the evening before I went to Harewood, I thought I'd check her wheel nuts were tight and I am glad I did because I found that the locking wheel nut key was damaged and consequently useless.



First thing next morning I popped over to my local Mazda dealer in Watford and mercifully they were able to take the locking wheel nuts off with a master key, and replace them with some spare normal nuts I had, for the price of a pre holiday check, all without a prior booking, I was impressed.

That afternoon I set off on a scenic route to a Mecure Hotel on the outskirts of Bradford, I was really enjoying the scenery through Hertfordshire, Bedfordshire and Northamptonshire however by the time I got to Uppingham I abandoned the scenic option in favour of getting an early night and made my way onto the M1 and proceeded North from Leicester.

When I got to the Hotel a wedding party was in full swing but it mattered not, I was unconscious within minutes of getting into my room. 5 hours of fresh air and sunshine having taken its toll.

Despite it being a competition day, unusually I woke up late and once again I did not have time to walk the course after arriving on a lovely sunny morning. I just had time to put the timing strut and numbers on in time for scrutineering at 07:45.

The organising BARC Yorkshire Centre are celebrating the clubs 110th year and the Harewood speed Hillclimb facilities 60th year. All participants at the meeting were given a commemorative mug to mark the occasion.

The narrow track, longest British hillclimb at just short of 1.5 miles, features a dip into a meadow with half a dozen 2nd gear corners before passing between farm buildings and sweeping through a left hander and uphill into a gentle right with a sharp right just before the finish line.



On my first practice run I noticed some alarming tyre marks, approaching the first corner were a pair of particularly lurid stripes which went straight past the last of possible turn in points. These warnings aided my safe navigation of the course, going up the long right hander I found myself wondering if I missed crossing the finishing line, only to realise I still had the sharp right hander at the top of the hill.

Everyone commented on how slippery the track was and among us novices there was the hope that it would become less so as the day warmed up, it didn't but I got comfortable sliding Madge through the two hairpins, which was great fun.



In between runs I had a chat with sidecar passenger Peter Jordan who rides with Danny Fitzsimons on a 600cc Norton 77 Dominator combination, I expressed my admiration for his bravery and he shrugged saying 'as you get older you don't bounce so well, it's safer than racing a solo bike' !

My fourth of six runs was good enough for 21st in class on handicap times out of 28 which I was well pleased with given my recent poor form avoiding the wooden spoon. After a celebratory ice cream and collecting another signature for a licence upgrade I spent another night in Bradford.

The following morning I opted to make a scenic diversion via Trac Mon where I will be competing in late September. The track is in a fabulously scenic setting and should present a good challenge for Madge.

From Anglesey I avoided the motorways all the way back to London, enjoying the views of Snowdonia, the Shropshire Hills and Cotswolds. I stopped off at the Ludlow Farmshop for a refreshing white chocolate and raspberry ice cream.

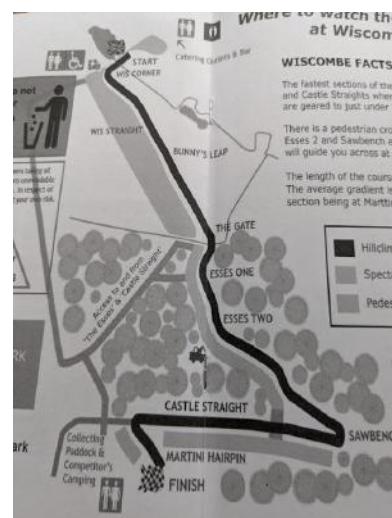


Two weeks later I set my alarm for 04:30 to wake up in time to trundle down to Wiscombe Park, for the MG Car Club South West Centre Interclub Speed Hill Climb, from a friend's house in Steart, for an 06:30 start.



I needn't have bothered. I was awake by 03:30 and had time to enjoy a bacon roll with my host before I backed up alongside Paul Holmes' ALFA Romeo 75 LS next to which Melodious Madge had been allotted a spot on the slippery slope that served as the paddock for the day.

By the time Dave Cooper arrived, after the 3 Words App had sent Liz and he on a 3 ½ mile diversion from their digs 5 mins away, Rob Toon's own adventure had unfolded. Awaking in the camping area at the top of the hill, to find it deserted Rob jumped in his Morgan to get down to the paddock post haste only to realise that he had forgotten his helmet. This proved a good excuse for him to examine the track, which was one way traffic downhill until the pre competition track inspection, on foot as recommended in the final instructions.



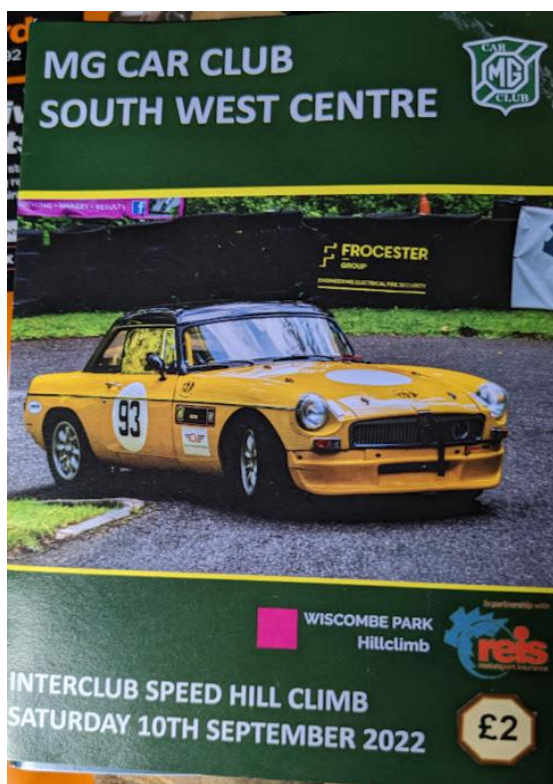
Mark Everett showed the way in first practice with Rob Toon 2nd and Rob Orford 3rd. I was 11th an easy 6 seconds behind Paul and his ALFA but two ahead of Dave. With the aid of just seven cylinders Rob Pack managed to keep his TVR on the black stuff and sorted out his misfire before the timed runs.



With the morning rapidly warming up, Paul decided to remove his fireproof shorts from under his fire suit in a manner that can only be described as a tad less elegant, but a good deal more hilarious than watching a lady removing her brassiere without removing her top.

While waiting for the 1st timed run Vintage competitor Richard Butterworth came and had a look at Madge. He told us about his 28hp Austin 7, which is fitted with a two bearing crank that is capable of running at 8000 rpm !





Rob 'I'll be signing programmes at lunch time' Orford took over the chasing of Mark for the lead in the timed runs, just 200ths slower in his yellow MGB, with Rob Toon a couple of tenths further back in 3rd. At the back all three of us improved our times as we struggled to work out optimal gears for The 'fearsome' Gate, piled high with tyres, and the Sawbench and Martini Hairpins.

I got trapped in Madge at the handover to Dave, due to an insecure door card, after much strenuous shoving and pulling with a dash of cursing I got out. Dave improved his time but was now seven secs behind me, while I was 3 behind Paul. Merv Brake lost 3 places in his MX5 from fifth as Rob Pack picked up his pace to lie 7th .

During the lunch break I had to do some unpleasant bending and crawling around to bodge a slightly more permanent solution to Madges door card issue with numerous lengths of tank tape.

Further unexpected drama came when Liz got stung by a wasp. Claire Holmes kindly went to the ambulance to get an antihistamine tablet, but she came back with a doctor. He in turn went away and came back with his 4x4 from which he dispensed some antihistamine tablets after liberating them from particularly stubborn packaging with the aid of a pair of scissors.



Two minutes' silence, observed to mark the passing of Her Majesty Queen Elizabeth, was followed by, a slightly muffled on the distant PA, rendition of the national anthem. Rob Toon and I, finding ourselves standing in the middle of an otherwise vast empty patch of paddock, had our first crack at singing God Save the



King in that vaguely self-conscious and tone deaf way when one is not quite sure what aural delights will issue forth when it's time to hit the high notes. There were no other takers within earshot of our picturesque corner of the universe.

After lunch the action continued with Mark slightly increasing his lead over Rob Orford, Rob Toon in turn maintained third over the consistent 4th placed Gordon Pearce in his Porsche. Only Ian Benningfield failed to improve his time, a misfire made him a tenth slower which saw him drop to 9th in his Midget which benefitted Merv Brake and Roy Clarke in his own Midget. At the back I was still over a second behind Paul with Dave less than 5 seconds behind me.

Ian fitted new plug leads to his recalcitrant motor and a herculean effort by the whole Team Classic Marques Sports Car Club saw his bonnet properly secured in time for the final run.



Mike guided his Griffalo to bag the well earned 25 points with Rob Toon muscling his Morgan into 2nd half a second behind him. Rob Orford came in third less than half a second further back. Alan Davis driving his TVR managed to pip the hitherto consistent Gordon for fourth while Roy managed to pip a mildly miffed Rob Pack for 6th.

An improvement in time by Ian was insufficient to get him out of ninth behind Merv. Right at the back Dave failed to find any time and despite my best efforts going two secs quicker I was still 2 tenths shy of Paul after his smaller improvement.

We all enjoyed a tremendous day out at the final car meeting of the Wiscombe Park season and would like to thank the MG Car Club South West, the Woolbridge Motor Club and the orange army and associated volunteers for making us welcome.



Ralph Colmar

Wiscombe Paddock 28th August



Steve Hill - Riley Special Sports



Keith Riches - MG PA



Roger Coote - Austin A40 Farina



David Jameson - Volvo P544



Keith Seume Porsche 914




Rodney Eyles - ALFA Romeo 4C



Chris Eiston - Ford Escort



Mike Lee - Force LM



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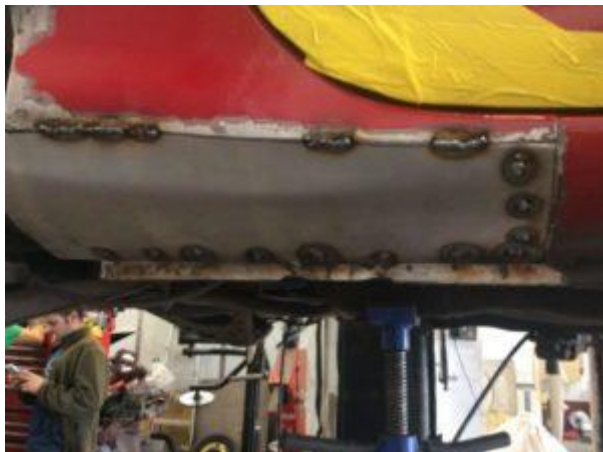
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Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Italian GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1575
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1575
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	1411
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	1401
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	1401
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	1397
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	1302
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	1289
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	1266
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	1251
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	1240
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	1161
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	1126
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	1106
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	1106
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	1086
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	1073
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	1022
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	1012
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	1012
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	993
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	989
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	965
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	961
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	958
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	945
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	872
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	848
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	766
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	758
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	747
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	735
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	698
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	674

Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	623
Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	587
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	413

2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
17	Singapore	 Marina Bay Street Circuit, Singapore	2 October
18	Japanese	 Suzuka International Racing Course, Suzuka	9 October
19	United States	 Circuit of the Americas, Austin, Texas	23 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	30 October
21	São Paulo	 Interlagos Circuit, São Paulo	13 November
22	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	20 November

For Sale



1937 Ford v8, 4 door. Rhd, UK assembled car. 12v, dynamator, new waterpumps, stainless headers & exhausts, oil galleries cleaned out, waterways flushed, radiator recored, electric fuel pump, electric fan. 7.50 16 rear tyres, 6.00 16 fronts. Located in Bristol £13,000 ono.

Contact Andy Henshall, see
<https://www.facebook.com/groups/853893194654696>

2022 Events Calendar

Sunday 24th September	Breakfast Meet	Dean Forest Rlwy
Monday 10th October	Club Meet	The Plough
Saturday 15th October	Pegasus Sprint	Castle Combe
Sunday 30th October	Last Breakfast Meet 2022	Dean Forest Rlwy
Monday 14th November	Club Meet with Duncan Pittaway	BAWA

Automated Membership System

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

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

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

Backfire



Wiscombe Orange Army Recovery Land Rover 101

PETROL & STEAM

Pegasus Motor Club's Breakfast Meet will continue from
April 24th until the 30th of Oct
on the last Sunday of every month at
Dean Forest Railway, Forest Road, Lydney GL15 4ET
from 0930 hrs.

All types of motor vehicles welcome
Refreshments will be available.

