

Backfire

Bristol Pegasus Motor Club Magazine



Pegasus Track Day by Andy Moss



September 2015

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Chairman's Chat

By Andy Moss



As always our annual Track Day at Castle Combe was a very enjoyable event. We were very lucky with the weather with the sun staying out to the end of the day. There are pictures later in Backfire and on the club website, as well as some really nice feedback from those taking part - thanks to all who took the time to comment. I would like to add my thanks to all those involved in organising, both before and on the day, as well as to everyone who supported the event itself. I spent a lot of time chatting in between runs - as always the social aspect of a day such as this is a big part of making the day and the club so enjoyable.

For September we have a fun low cost competitive event when we return to Rolls Royce, this time for an Autosolo. Alan Spencer is organising and the plan is to run some timed driving tests around the cones - the event will be about having some fun competitive driving that is suitable for both the seasoned entrant and those new to motorsport. Any normal road car should be suitable – No helmet or competition license is required and the entry fee is just £10 so come along and join in.

The day after the Autosolo we have something a little different for our September Club Night. Bob Hart will be running a navigation tutorial which is an ideal introduction for anyone who fancies entering an event involving plotting a route on a map, including our own Navigation Exercise later in the winter. Ideally bring OS map 172 and a pencil, but we will have a few spare maps available on the night. Even if you have entered navigation events in the past you are bound to learn something from Bob, or if you don't fancy map reading just come along and have a drink and a chat.

The regulations are now also available for our Castle Combe Pegasus Sprint in October, which, once again, will be an event firmly targeted at road and sports cars. So far the response has been excellent with entries coming faster than ever. Competitors will again start from the normal pit lane exit and complete a full lap of the circuit, before crossing the finish line and returning off the circuit via the same route. This format allows enough time for full four runs, giving the traditional two practice and two timed runs. Hopefully we will get a nice warm autumn day !

At the start of October the club will again be at the Castle Combe Autumn Classic meeting, which last year was an excellent event. We will again have our own stand, which will feature a display of cars organised by Nick Wood, as well as a display about the club and our involvement in the early days of the 500cc formula - you can read more about this later in Backfire. The event continues to grow, thanks in no small part to the efforts of circuit archivist and long time club member Pete Stowe, who puts an amazing amount of effort into the event.

Editorial

In between showers it has been a great summer, at the end of July I got soaked and sunburned in equal measure over the first two days of the Silverstone Classic where it was a great pleasure to see our former guest speakers Duncan Pittaway and Julian Bronson win their classes aboard their Bugatti and Scarab respectively.

A week later I was back in Northamptonshire for a UK MKIV owners club meeting with some lads who were seriously into polishing their “modded” Mk IV Golfs.

The day after popping over to another heaving unofficial show and shine event at Queen Square, it was off to Hambrook Common with Tim Murray for the start of the evening touring assembly organised by Chris Thompson, the route although familiar to some who took part in a treasure hunt organised by Chris a couple of years ago made for an interesting drive to the Compass Inn at Tomarton, we were not the only crew who managed to deviate from the intended course.

The month concluded with our popular Track Day which appears to have been particularly well received by all who attended from far and wide, we were blessed with good weather that seemed to radiate good spirits for all present.

My personal thanks to Chris Varney who not only took would be Westfield owner Cat Clarke out in his wonderful Westfield Eight, but also kindly similarly indulged me at the end of the day for the third year on the trot.

In September thanks to the efforts of Pete Goodman and Alan Spencer we will be returning to the Rolls Royce Car Park for an Auto Solo which I am looking forward to having a crack at on the 13th, and the next day Bob Hart will be running a navigation workshop at BAWA for our regular Club Night a must for all those like me who want to sharpen up their navigation skills in anticipation of our traditional January Nav Ex.

Then on the 3rd of October I shall be looking forward to going to Castle Combe for a great day's Vintage and Classic racing which also promises to see the National Motor Museum demonstrate their supercharged 1 ½ litre V16 BRM, if you have never heard it, it really is worth travelling the length of the country to come and hear.

Thanks to Sallie Allard for sharing her photos and story from the Mille Miglia, to Ann Mitchell for her photos of the track day and Pete Stowe for his article on the founding of 500 Formula 3, all of which can be found in this issue.

Finally Alan Spencer is in the process of procuring more BPMC apparel if please get in touch with him at alanspencer@orange.net 01179 712587 with your order, prices will once again remain frozen at the same rate as last year.

Wishing everyone a safe month's motoring.

Ralph Colmar



September 2015 Club Event Summary

A Warm Welcome New Members

Matthew Bennett, Daniel Blacker, Les Burdett, Charlie Cartwright, Maxim Edwards, Graham Greig, Pamela Parnham, Mark Sheffield and Tom Ward.

Sunday 13th September - Autosolo

Driving tests on smooth tarmac; meeting at midday Rolls Royce plc, Gypsy Patch Lane, Patchway, Filton, Bristol BS34 6QD.



Monday 14 September - Navigation Workshop

Tempted to join one of our Navigation events, but not sure about reading an OS map ? Bob Hart will be running a Navigation Workshop at BAWA meeting at 7:30 for a prompt 8pm start.

Saturday 3rd October - Castle Combe Autumn Classic

The Club will again be providing the main trophies for the *Bristol Aeroplane Company Motor Sports Club Challenge Trophy* 500cc Formula 3 race.

The Club will also have it's own stand to display members' classic cars, so if you have an interesting car from the '60s or earlier that you'd like to display please contact Nick Wood, 0778 6936941 or nickswood@hotmail.com

New at this year's Autumn Classic will be the *Terry Sanger Trophy* race for pre-1966 Saloon cars. Terry had a long association with Castle Combe and also with the club, having been a member in the mid-1950s, and instructor at our annual track day.

Other races will be for Historic Aston Martins, Austin Healeys, VSCC pre-war sportscars, pre-66 Jaguars, F1 50s sportscars and Historic Formula Juniors, while a highlight of the day will be a demonstration of the BRM V16. Further announcements will appear at www.castlecombeautumnclassic.co.uk.

13th November NEC Classic Motorshow

We are planning on taking a minibus to the NEC for this event tickets will be £24.00 each please contact Ralph e-mail: backfire@bristolpegasus.com if you would like to

join us, there will be 16 places on the bus, first come first served.

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

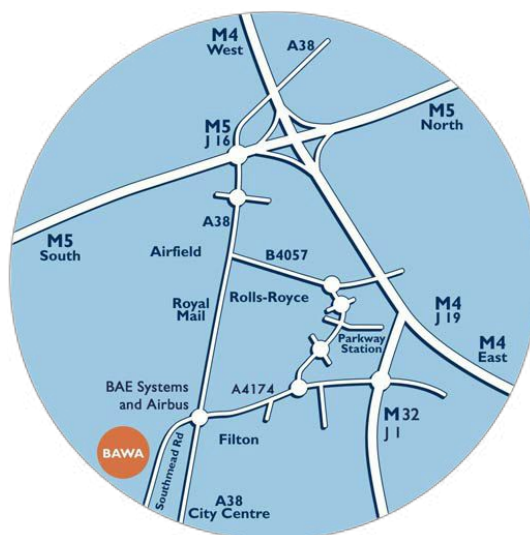
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start, we recommend arriving at 7:30pm for 8pm starts.



Note : Next BPMC meeting at BAWA is on Monday 14th of

September 7:30 for 8pm Start in Room 7.

Invitation

20th Sept "Tour of the Cotswolds" Touring Assembly

This Cleeve Motorsport Club organised event will be starting in Bishops Cleeve and running approximately 120 miles through the Cotswolds. Entry £45.00 including full English breakfast for two at the start and a light snack at the finish.

ffi and online entry forms can be found at <http://www.cleeve-motorsport-club.co.uk> or contact Phil Robbins 07477 478349 or email toc@cleeve-motorsport-club.co.uk.

Marshalls Required

5th/6th September BMC Hillclimb Wiscombe Park

Bristol Motor Club will be running their annual hillclimb event at Wiscombe Park on September 5th/6th and are asking for volunteers to assist on one or both days. Camping space is available and a host of local pubs and B&B's if you want to make a weekend of it. Please contact **Mike Cole**, Tel: 07980 416075

25th/26th September - Trackrod Rally

Based at the popular Pickering Show Ground The Trackrod Rally Yorkshire includes two Stages on Friday night. If you would like to assist with marshalling, timing and or radio, please get in touch saying when you are available. Sue Rylatt Chief Marshal :- 01484 866023 (H) 07779 857707(M) sue@rallyyorkshire.co.uk

26th/27th Sept WMC Manor Farm Hill Climb

Woolbridge Motor Club are offering £10 towards petrol, free lunch vouchers and free camping on the 25th and 26th for anyone who would like to marshall on the forthcoming Manor Farm Hill Climb. There will also be a BBQ on the Friday. ffi Chief Marshall Worth Birkill on 07823 554246, e-mail worth@pandaprinters.co.uk

27th/28th November Roger Albert Clark Rally

Marshalls required ffi Matthew Atkinson Chairman Beverley & District Motor Club www.bdmc.org.uk, matthew@bdmc.org.uk

Castle Combe Track Day Photos

Jim Gaisford has a large portfolio of photographs taken at our track day some of which will be appearing in next month's issue for copies contact Jim at :-
Foxcroft, Bath Road, Colerne, SN14 8EH,

Tel: 01225 743400, Email: johngaisford405@gmail.com

Mille Miglia With The Allards

14th-17th May 2015

Mamma Mia! Here we go again!! What a fabulous trip Peter and I had watching parts of the famous Thousand Mile Classic Car Event round Italy.

This race was first run in 1927 and continued for thirty years. Today, though no longer a “race”, it attracts hundreds of participants from all over the world; car collectors, champions, famous faces, old and new enthusiasts. The town of Brescia is the event’s traditional start and finish, with the cars driving along twisty mountain roads, cobbled streets, and through sleepy villages and major cities, from dawn to dusk for four days and covering 1,760 kms with stages in Rimini, Rome and Parma.

This was our second visit to the Mille Miglia, again impeccably arranged by Steve Furby of Motor Passion Ltd. Together with the ever helpful Chantal and the charismatic Tiff Needell who entertained us throughout with his infectious enthusiasm, the trip went without a hitch. Their attention to detail as to choice of boutique hotels, transportation, viewing arrangements and wonderful meals, was second to none and our group of like minded enthusiasts was great fun throughout.

Among the over 450 cars there were many Maseratis, Fiats, Lancias, Cisitalias and Alfa Romeos and 19 Ferraris including Brit Tony Best driving his 1952 Ferrari 212.



On Day One we met the rest of our group at a welcome reception at the lakeside Park Hotel, Desenzano, Lake Garda. From there we transferred in Mercedes SUV's to the Mille Miglia Museum, a converted monastery, in Brescia for a private guided tour. Here some of the most beautiful vintage cars that took part in the Mille Miglia from 1927 to 1957 are displayed, perfectly preserved or restored many still take part in the most important evocative races in the world.

On arrival we spotted the charming Sir Stirling Moss and Hans Hermann, ex Mercedes and Porsche sports car driver, (both now well in their 80's) at the far end of the courtyard, together with three silver arrow sports cars, awaiting a Mercedes photo shoot. This did not deter husband Peter who had met Stirling on various occasions from striding across to the great man for a chat! His lovely wife Susie gave him a seat and they chatted for quite some time, not only holding up our tour of the museum, but also the entire Mercedes presentation! A fabulous dinner followed our tour in the museum's own trattoria, used by drivers from days gone by, with the atmosphere building before the following day's start of the iconic event.

The morning of Day Two saw us mingling with half of Italy, it seemed, in the main Piazza Vittoria in Brescia. To the sound of the engines and the aroma of Castrol R, we watched the treasured cars assemble, flying the flag for the UK we saw Jodie Kidd in a Jaguar XK120, James Martin and Charley Boorman in their Jaguar D type

and Derek Bell in a Jaguar C type as well as many other British drivers who are regular Mille Miglia participants.

James Hunt's former team mate and Le Mans winner Jochen Mass was a popular competitor in a magnificent SSK Mercedes. The atmosphere was hotting up, as was the heat of the day, we enjoyed a glass or two of vino before returning to Desenzano where a delicious lunch awaited us as we watched the cars drive past on their way to Rimini.



We then went to Bologna, where we stayed at the Hotel Commercianti, before an early start on the third day for a visit to the Republic of San Marino. Here we took the cable car up to Motor Passion's reserved grandstand in the old square after breakfast was served opposite in the Osteria Taverna. For two hours we watched the cars draw up a couple of meters away for photographs and interviews with the drivers. An amazing lunch in the Osteria, a place where Enzo Ferrari used to dine followed. Our menu comprised zucchini flowers filled with cheese and vegetables on a fresh tomato sauce, homemade pasta with baby broad beans and pecorino cheese, local beef in red wine sauce and strawberry salad with fresh local cheese ice cream all accompanied by wonderful Italian wine ! Back in Bologna that evening pizzas, salads and more wine rounded off an incredible day.



On the Saturday, Day Four, Peter and I took the little Noddy Train from the main square through the cobbled streets of old Bologna up to the Basilica di San Luca, rising majestically out of the mist. Sadly, Bologna, known as the Red City due to the warm tones of its roofs, facades and terra cotta bricks, did not look so attractive. In fact, the city is daubed throughout with graffiti and the brickwork on nearly all the wonderful porticos is crumbling and in need of urgent repair. At 6 am that morning, the Mille Miglia

participants had left Rome, driving northward and arriving in Parma at about 9 pm. A gruelling day for them driving over challenging mountain roads. We were treated to a farewell dinner held in true Italian fashion in an out of town farmhouse restaurant, "La Bottega da Franco". One course after another was served by friendly family staff, wine flowed and happy conversations increased in volume as the evening wore on, with all of us vowing to return for next year's event.

SALLIE ALLARD

Silverstone Classic



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©RJ Colmar 2015



©RJ Colmar 2015

Evening Tour



Castle Combe Track Day



Castle Combe Track Day by Ann Mitchell



Castle Combe Track Day Feedback

We have received some nice comments on the club Facebook group



Oliver Dodgson - Thanks to all those involved in running the Combe track day on Saturday. This was my second year running and both have been excellent events.

Wilf Adams - The yellow S2000 is mine. Still missing my dear departed friend Paul Clements. Think he would have been pleased with my sessions. Had a great day thank you Andrew Moss for catching me. Managed to be camera less. And thank you to all for making it a great day with great cars and lots of pretty impressive driving.

Tom Ibrahim - Just to echo other comments about the club's track day at Combe yesterday. My father and I were made to feel very welcome and had a thoroughly enjoyable day, thankyou. Must also add that we weren't sure about the format before the event but it turned out to work brilliantly - a clear track for short periods on such a hot day meant you got a perfect amount of high quality and low-stress track time in amongst a very relaxed and friendly bunch of people. It was very nicely run so thanks and well done to all who organised it.

Dean Clayton - My family's first pegasus track day was brilliant! Thanks to everyone for being so friendly and making us feel welcome! Me and dad had a thoroughly enjoyable time today in the old golf! Even my mum and nan had a nice ride in the old vw racecar!



Alan von Brockdorff - Wanted to say well done for a great track day experience. My first at Combe and the first time out in the Clio trophy. Everyone was very friendly and made me feel very welcome. Was also nice to see that everyone seemed to respect track rules. Thanks again and look forward to more club meets/events.

David James - Thank you everyone who was involved in organising yesterday , we had a great day. Don't change the format it works a treat :0)

In addition to the nice comments that have appeared on our Facebook page, I've received the following:

Robin Bratchell: Just to say a big thanks for such a brilliant day. I enjoyed it much more than the action day earlier this year. I think the only surprise was I nearly ran out of fuel and had to cut short my last session! Great fun.



John White: However, may I thank you and everyone else concerned for the most enjoyable day at Combe. The venue, the weather, the excellent organisation, the convivial gathering of like minded people all combined to make it a great day out! I

spoke to Nick who filled me in on all the activities of the club, and I shall certainly be renewing my membership for the following year.



Steve Millard: Really enjoyed the day yesterday, not sure which was hottest, the car or me! Look forward to next year's event with good weather once again.

Andy Richards: Just like to say a big thank you, to you and all the other people who organised Saturdays

track day. Being new to track days I found the relaxed atmosphere excellent ! Both me and my wife and son really enjoyed the day and are already looking forward to next years event. Many thanks again

May I add my thanks to Ralph, Donny, Mal, Nick, and Dave and his son James for their sterling efforts on the day, to Andy for all his work in pre-event organisation, to Richard for sorting out the online bookings, and to Martin for sorting out all the finances.

Tim Murray



Bristol Pegasus Fantasy Formula One 2015

Results After Belgium Grand Prix



Jon Dee remains top but the chasing pack are closing the gap a little following the first race after the summer break. With eight races still to go things could still change.

NAME	DRIVER 1	DRIVER 2	TEAM 1	TEAM 2	ENGINE	SCORE
JON DEE	RAIKKONEN	VETTEL	FERRARI	LOTUS	FERRARI	395
KEN ROBSON	ROSBERG	VETTEL	FERRARI	SAUBER	FERRARI	387
HELENA SARSTED	ERICSSON	GROSJEAN	LOTUS	MERCEDES	MERCEDES	384
ALYSON MARSDEN	HAMILTON	ROSBERG	FERRARI	SAUBER	SAUBER	367
MIKE MARSDEN	GROSJEAN	ROSBERG	MERCEDES	SAUBER	LOTUS	361
DAVE CUTCLIFFE	NASR	RAIKKONEN	LOTUS	MERCEDES	WILLIAMS	356
MATT JOHNSON	GROSJEAN	RICCIARDO	FERRARI	LOTUS	MERCEDES	336
DONNY ALLEN	HAMILTON	ROSBERG	LOTUS	ROSSO	FERRARI	335
TIM MURRAY	BOTTAS	HULKENBERG	LOTUS	MERCEDES	SAUBER	330
AUDREY KING	HAMILTON	RICCIARDO	FERRARI	LOTUS	SAUBER	321
CHARLIE EMSLEY	BOTTAS	ERICSSON	LOTUS	MERCEDES	INDIA	320
MARY CRADDY	BOTTAS	ROSBERG	FERRARI	INDIA	LOTUS	316
DICK CRADDY	HAMILTON	VETTEL	INDIA	ROSSO	WILLIAMS	315
CHRIS THOMPSON	HAMILTON	SAINZ	INDIA	ROSSO	MERCEDES	306
MARK NIBLETT	HAMILTON	MALDONADO	LOTUS	WILLIAMS	WILLIAMS	299
ROSS WILLING	ALONSO	HAMILTON	FERRARI	INDIA	ROSSO	299
MARTIN EMSLEY	HAMILTON	PEREZ	SAUBER	WILLIAMS	WILLIAMS	298
SHARON REYNOLDS	ERICSSON	HAMILTON	FERRARI	MCLAREN	ROSSO	296
ANN FARROW	BOTTAS	ROSBERG	SAUBER	ROSSO	MERCEDES	295
MAL ALLEN	BUTTON	PEREZ	INDIA	MERCEDES	LOTUS	291
JOE ROBSON	RICCIARDO	VETTEL	FERRARI	ROSSO	INDIA	290
MICHAEL GRIFFITHS	BOTTAS	HAMILTON	INDIA	ROSSO	WILLIAMS	279
SIMON MOSS	BUTTON	ROSBERG	INDIA	LOTUS	MERCEDES	275
KATE HARRIS	GROSJEAN	VETTEL	INDIA	WILLIAMS	REDBULL	271
SAM THOMPSON	BOTTAS	MASSA	INDIA	LOTUS	MERCEDES	269
CHRIS BENNETT	BUTTON	RAIKKONEN	FERRARI	MCLAREN	FERRARI	265

ANDREW MOSS	BUTTON	MALDONADO	LOTUS	WILLIAMS	MERCEDES	262
ALISON BENNETT	HAMILTON	VETTEL	INDIA	MCLAREN	LOTUS	262
BOB BULL	BOTTAS	BUTTON	LOTUS	WILLIAMS	FERRARI	249
MARK ELVIN	BOTTAS	HULKENBERG	ROSSO	WILLIAMS	WILLIAMS	249
CHARLES ALEXANDER	BOTTAS	PEREZ	ROSSO	WILLIAMS	INDIA	236
MICHELLE RADCLIFFE	RAIKKONEN	RICCIARDO	FERRARI	MCLAREN	SAUBER	234
PAUL BEAL	BUTTON	VETTEL	FERRARI	MCLAREN	MCLAREN	229
BILL FARROW	BOTTAS	HULKENBERG	INDIA	MCLAREN	MERCEDES	223
JAMIE BEAL	ALONSO	HAMILTON	LOTUS	MCLAREN	WILLIAMS	217
LIZ MOSS	BUTTON	VETTEL	LOTUS	REDBULL	LOTUS	212
TOM DEE	BOTTAS	KVYAT	ROSSO	WILLIAMS	FERRARI	212
JOHN HARRIS	BOTTAS	BUTTON	LOTUS	MCLAREN	MERCEDES	206
PETE STOWE	BOTTAS	RICCIARDO	LOTUS	MCLAREN	WILLIAMS	177
JEFF OAKLEY	BOTTAS	ROSBERG	MCLAREN	ROSSO	MCLAREN	176
JOSH BEAL	BUTTON	HAMILTON	INDIA	MCLAREN	MCLAREN	172



Upcoming Races

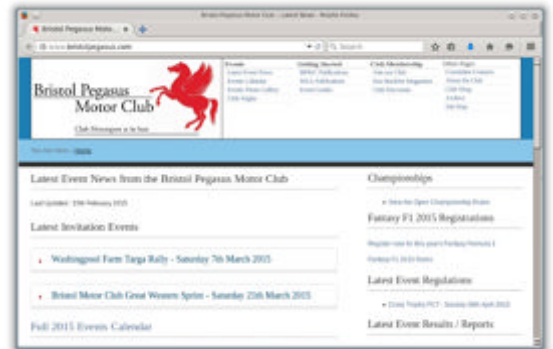
Round	Date	Race	Circuit	Live on BBC
13	06-Sep	Italian Grand Prix	Monza	No
14	20-Sep	Singapore Grand Prix	Singapore	No
15	27-Sep	Japanese Grand Prix	Suzuka	Yes
16	11-Oct	Russian Grand Prix	Sochi	Yes
17	25-Oct	United States Grand Prix	Austin	No

Pegasus on the Web and Social Media

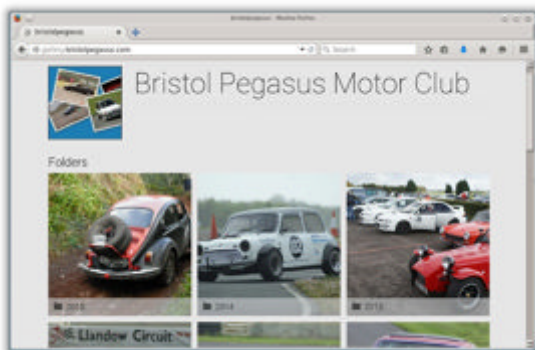
The club has a number of useful resources on the internet

Club Website – www.bristolpegasus.com

The club website is the place to go for information on forthcoming events, join or renew your membership or look up information about club officials and the club itself. Online entry is available for our major events, as well as for competitions such as our Fantasy F1. Results from events are published here along with information on events we have been invited to by other clubs. You can read past copies of the club Backfire magazine and there are also publications such as guides to getting started in different motorsport events. Links to the other club internet resources, as well as links to other interesting websites can also be found here.



Club Photo Gallery – gallery.bristolpegasus.com



Here you will find lots of photos from past club events, as well as other events that members have attended or entered. There are hundreds of photos and this is an ideal place to get a feel for the sort of events you can enjoy as a Pegasus member.

Club Facebook Page – bristolpegasus.com/facebook

Our facebook page contains major news and information about the club. As well as giving the club a presence on this popular site it allows members to follow this page on facebook so updates appear automatically on their facebook feed. All the posts on this page come from the club itself and typically will include things such



as a new Backfire magazine being available or entry forms for a major event being made available. You do not need to be a facebook member to read the contents of this page, but will need to join facebook to automatically receive updates.

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



The Pegasus facebook group is a place where members can post and discuss their motoring and motorsport activities. Similar to a forum the facebook setup makes it easy to post pictures as well as text, and makes it easy for people to comment on what has been posted. You have to be a facebook member to join the group, but this is free to join. If you are not a fan of facebook you can set up a very basic profile without the need to reveal more online than your name – and if you don't want to do that you can always sign up under an alias. Despite being quite a new

facebook group we already have a good number of members and there are a lot of interesting posts.

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

If you just want the most important announcements sent to you automatically you can follow the club on twitter. You will receive a message when important things like event entry forms are released or when the latest club magazine is available. If you are a regular twitter user and wish to mention the club in your own twitter messages don't forget to include @BristolPegasus in your tweet. You need to be a twitter member to get automatic updates sent to you on your PC or phone, but if you just want to read past messages from the club you can simply point your web browser at the address above.



E-Mail Lists

If you wish to be the first receive a mail when entry forms are available for our Sprint Events or Castle Combe Track Day we can add you to our e-mail lists. Mail enquiries@bristolpegasus.com and let us know which events interest you.

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 (Alan is in the process of putting in a new order at the end of September)

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

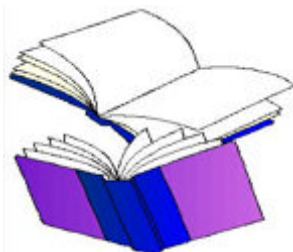


Sweatshirts & polo shirts are available in the following colours and sizes:

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

We are having a new batch of club **car & windscreen stickers** printed details of how to get yours next month.

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

500s – Formulated in Filton in '45

The Club will again be providing the main trophy for the 500cc Formula 3 race at the Castle Combe Autumn Classic race meeting on Saturday 3rd October. This year is a significant anniversary as it was seventy years ago, on 10th December 1945, that the formula was conceived at a Club meeting at Pegasus House in Filton. The following article describes that evening's events.

On the evening of December 10th, 1945, around 100 members of the Bristol Aeroplane Company Motor Sports Club, with a few invited experts and guests, crowded into the Company's conference room at Filton to discuss proposals for a new racing car formula for the "impecunious enthusiast".



The outcome – a draft 'National 500cc Racing Car Formula'.

So began 70 years of 500s.

The December 1945 meeting was the culmination of around twelve months of discussion among motorsport enthusiasts in Bristol, however their underlying interest led back several years more. When possible during the World War Two years enthusiasts looked forward to the time when the sport could resume, and considered ways by which the 'ordinary working man' might be able to go 'proper' motor racing, a big change from pre-war days when it was generally the preserve of the very wealthy. Various ideas were aired in the motoring press, such as 'The Motor' and 'Motor Sport', that was still being published, and were no doubt also discussed by devotees around the country. The huge Bristol Aeroplane Company factory in Filton numbered many such enthusiasts among its workforce, where native Bristolians had been joined by like-minded individuals from further afield. By late 1944, with the war's end in sight, they formed a new club, the Bristol Aeroplane Company Motor Sports Club - for Company employees only – in preparation for a resumption of motorsport.

With several successful special builders (such as Walter Watkins and Jan Breyer) among their number, and enthused by guest speaker John Bolster's discourse on 'Specials' at a Club meeting in October '45, the time was ripe for action. Particularly as amongst them was RD 'Dick' Caesar.

A prolific special builder himself (over a dozen pre-war) Dick Caesar was a keen proponent of low cost racing for fun. With a few friends, in the late 1930s he had created a racing club for cheap home-built specials on a grass track at his home in Clapton-in-Gordano, north Somerset. Known as CAPA – derived from the initials of the five founder members' names: **C**aesar, **F**ranklin **C**oombs, **A**drian **B**utler, **R**D

'Bobby' Price, and KR (believed to be Keith) Aldridge – this provided an excellent background to post-war ambitions to create something suitable for proper sealed surface tracks.

Caesar had in October 1944 initially proposed a 'Cadet' class using stock Ford 10 or similar engines. Elsewhere Kenneth Neve, for one, had been proposing a 500cc-engined formula. A key episode occurred in the winter of 1944/45 when Jan Breyer, publicity secretary of the new BACMSC, brought Caesar and Neve together. Breyer and Neve were old friends, and when Neve visited Bristol on business Breyer arranged for him to meet Caesar, along with other local men Pat McCormick and Eric Storey, with Joe Fry also turning up. After a beneficial exchange of ideas, Caesar was persuaded that a 500 class was the way forward, and then worked on the scheme behind the scenes over the next few months.

Anxious to get something definite done, and with the idea "If you want something done, go ahead and do it yourself", the BACMSC committee took the initiative and duly organised a meeting to discuss the future of 500cc car racing for 10th December 1945. That night, in an atmosphere of "sheer enthusiasm", over 100 bodies crowded into the Main Conference Room of the BAC's headquarters building Filton House (now headquarters of Airbus UK and known as Pegasus House) at the top of Filton hill. With limited space, there was just room for representatives of a few local clubs to join the Club members, plus a panel of experts invited along to provide technical guidance.



Photo taken at the BACMSC meeting to discuss 500cc car racing on 10 December 1945. Seated (L to R), the experts: Sydney Horstmann, Roland Cross, Dick Caesar, Sammy Davis and George Hack. Standing (L to R), the organisers: Eric Storey, John Siddall, Jack Harding, George Bowen and Mike Nedham.

The panel comprised George Hack, formerly chief of the Rudge motorcycle racing department, and then working in the BAC Engines Department, and Bath based

engineers Roland Cross, of rotary valve fame, and suspension specialist Sydney Horstmann. And of course Dick Caesar.

Chairing the session was former Bentley man, Autocar's Sports Editor Sammy Davis, who opened the evening by emphasizing that Grand Prix cars built at fantastic expense were not essential to provide sport. "Real sport and real racing could be had with 500 c.c. cars costing under £100 to build and cheap to run. Such cars, properly built and capable of 80 to 90 m.p.h. would need exact limits to bind the design. It was up to the Meeting to decide what it wanted."

Following on, Caesar showed his films of pre-war CAPA racing to illustrate the possibilities, then, following a prepared agenda, the audience was asked to express its wishes, to which the panel of experts responded with advice.

In brief the conclusions of the meeting were:

Types of Racing: All types of racing would be included, particularly circuit racing as well as a special class for 500 c.c. jobs at the usual sprints and hill climbs.

Types of Circuit: 500 c.c. class races are almost certain to run at the big tracks as well as any suitable circuits that can be found or made, including hard grass as at C.A.P.A.

Scratch Racing: To be aimed at where possible.

Cost of Cars: By personal toil and cunning the special builders thought the outlay could be kept to £40 - £80 but Mr. Hack thought a professionally built job would cost at least £180.

Engines: Not more than two cylinders. Superchargers barred (to keep down cost).

Fuel Regulations: Considerable controversy over this. In the end, there was a tendency in favour of pump petrol (again, to keep cost down).

Fuel Tanks: To be limited to two gallons.

Weight of Cars: Mr. Hack and Mr. Caesar thought this should be around 450 lb.

Scrutineering: Rigid and impartial scrutineering is essential.

Gear Boxes: Optional, motor-cycle types would be suitable.

Body Work: Optional.

Towards the end of the meeting, the audience were asked who would be prepared to build cars. With around 30 people saying they would, the scheme was deemed viable.

Following this successful meeting, the conclusions were published and widely circulated as an interim guide to potential builders.

Meanwhile the first cars were already under construction, with the Strang and Tiger Kitten making their debuts at Prescott hillclimb in May.

The circular issued after the 10th December meeting had opened with the heading:

continuing

Seventy years on (and counting), we may safely endorse those remarks, and the Bristol Pegasus Motor Club (successor to the BACMSC) will to commemorate that historic December 1945 meeting at the BACMSC Challenge Trophy race for 500s at the Castle Combe Autumn Classic on 3rd October.

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Remember When ?



In 1965 Graham Hill and Jackie Stewart drove the revised gas turbine powered Rover - BRM to a 10th place finish at Le Mans despite breaking a turbine which also damaged one of the heat regenerators.

Backflower



BPMC 2015 Events Calendar

Month	Day	Date	Event	Location
Sep	Sun	13th	Autosolo	Driving tests on a smooth tarmac at Rolls-Royce Bristol
Sep	Mon	14th	Club Night	Navigation Session, BAWA Room 7 - 8pm
Oct	Sat	3rd	Castle Combe Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Oct	Mon	12th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Oct	Sat	24th	Pegasus Sprint	Our Sprint at Castle Combe Circuit
Nov	Mon	9th	Club Night	Our usual mix of speakers and socials, BAWA Room 7 - 8pm
Nov	Fri	13th	Club Trip - Classic Car Show	Club Trip to this impressive show at the NEC
Dec	Mon	14th	AGM, Buffet and Prize Giving	Our annual Buffet, prize giving and AGM BAWA Room 7 - 8pm
Dec	Mon	28th	Christmas Meeting	Post-Christmas informal get together

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](#)



Deadline for Next Backfire: 22nd September 2015

We are always looking for members' contributions on competitions, club matters and or journeys.

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

Pegasus Motor Club

The 2015 Crumpled Cup

Autosolo

Rolls-Royce - Bristol

Sunday 13th September

We are pleased to announce we will be running an Autosolo at Rolls Royce plc, Gypsy Patch Lane, Patchway, Filton, Bristol BS34 6QD.

For those who have not entered one before an Autosolo is a set of timed driving all forward tests around cones

A low cost, fun driving event rather than a memory test - our event is ideal for beginners or experienced competitors

**Flowing tests
No experience Required
No competition licence
No helmet or overalls**

Suitable for most road cars - just turn up and join in



Regulations and entry details are on the club website.