

Backfire

Bristol Pegasus Motor Club Magazine



BPMC Morgan Factory visit, Pete Goodman's report in this issue



April 2016

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Chairman's Chat

By Andy Moss

Welcome to the April Backfire - once again I am happy to say it is packed with news about forthcoming events, so make sure you take the time to have a glance through and find out what is planned over the next few months.

Firstly this month, I must thank Pete Goodman for organising our excellent trip to the Morgan Factory - it was good to see so many club members at what was a really enjoyable trip.



As well as our April Club Night, this month we have an excellent event to look forward to on Sunday the 10th of April when our Production Car Trial will be held at Dundry - thanks once again to Duncan Pittaway for use of the venue. For just £10 you can have a great afternoons motorsport, and any road car is suitable. Everyone who has entered in the past couple of years has come back for more - why not join them this year ?

The Grand Prix season seems to start earlier every year and, by the time Backfire arrives with you, we will have already had two races. We have again had a good response to the club Fantasy F1 contest, which should add a bit of extra fun to proceedings. The full list of entries and first results are later in Backfire.

As we go to press entries are coming in at a decent rate for our Sprint at Llandow on Saturday May 7th. This will be the only sprint event at the circuit in May. If you are not competing please consider coming to marshal – we really do need your help – as well as an excellent cooked meal at lunchtime, we will refund your Severn bridge toll on production of a receipt. Contact myself on 0117 9041841 or andy@mosssdata.co.uk if you can help. If I manage to get a new roll bar purchased and I manage to get it fitted in time, I am hoping to enter Llandow for the first time in recent years, having handed over the secretarial role I have performed in recent years to Andrew Meek - fingers crossed.

Looking forward to later in May, we have our first treasure hunt of the year – these are normally a lot of fun and Bob Bull is sure to put on an enjoyable event based on his past efforts. We round off the month with a final chance to go drag racing at Shakespeare County Raceway before the venue closes at the end of the end of the year - a fun day weather you watch the serious guys on track or have a go down the strip yourself by joining in the “run what you brung”

Entry details have just been published for two of our main summer events.

Early in June we have the ACE tour. This charity tour is always a lot of fun. The event is aimed at Classic and Sportscars, but there is no minimum age for cars and you will be made very welcome whatever you drive. Last year the day raised money for Breast Cancer Charity BUST. Our chosen charity this year is: SARCOMA a particularly nasty form of cancer that attacks the body's soft tissue.

Entries are also open for our Castle Combe Track Day on August the 20th. We are very lucky to have an exclusive Summer Saturday at Combe. We believe this is the cheapest track days at the circuit, but more importantly it must be one of the best. Sensible drivers, plenty of free tuition and advice and around only six cars out on track in each session, what more could you want ? Full information is now available from the club website.



I am pleased to be able to be able to tell you we have a new committee member - Matt Johnson has joined us as charity co-ordinator. Matt is an enthusiastic competitor and will be known to many of you from sprint events, but this year he has also started circuit racing in the Classic and Sports Car Club series. As well as his charity role I am sure he will be a valuable addition to the committee - welcome Matt.

Another committee change is that Pete Goodman has volunteered to take on the role of Competition Secretary and will act as the point of contact for all things competition related. This is an important job and Pete brings many years of competition experience to the position - again we are very lucky to have someone with as much knowledge as Pete on the committee.

We still have lots of other opportunities for people to get more involved in the running of the club - it really is a great way to get to know everyone, and a very enjoyable thing to do.

Editorial

If there is no rest for the wicked I can only presume I am in some way be a reincarnation of Attila the Hun or one of his relatives because since completing blue light training my workload, much as I enjoy it, has gone through the roof.

Unfortunately this has been much to the detriment of almost everything else I enjoy in life so I have had to make some brutal prioritising decisions, with both motoring for pleasure and motorsport moving down the order.

Consequently, I have not been half as busy attending motoring related events as in years gone by fitting in just a brief visit to Castle Combe's season opening test day and an equally brief visit to the Atwell Wilson Museum in Calne.

One moment of fun at work, with the benefit of hindsight, came on my very first blue light run, for which I was instructed on no account to go above the speed limit, from Oxford to Guy's Hospital in central London, when I got pulled by the Police, my supposed offence? Doing 49 mph on the A40 in a 50 mph zone with blue lights on! Once the officer had clarified my position and business with his control he was instructed to let me proceed without further hindrance.

Looking forwards I hope to pop by Duncan's for the Cross Trophy, unfortunately I'll be on duty and doubt my employers would appreciate me competing with their Ambulance, likewise I'll be on call for the club night so apologies in advance if I am not there.

If my work schedule permits I hope to be able to get a bit of marshaling in on one of the two days at Wiscombe Park on April 23rd / 24th, see more requests for marshals including for our Llandow Sprint on May 7th, in this month's issue.

Also in this month's issue Dick Craddy gives us a fine over view from Race Retro at Stoneleigh in February, Pete Goodmans gives a short history of Morgan and the club's visit to the Morgan Factory.

Phil Jones shares some amusing early motoring memories some of which intersect with my own if not in exactly the same order. Gourmet tales of last years adventures and track testing in France are also recalled within by Chris Varey.

Thanks to everyone who contributed, if you would like to share photographs and or stories from the world of motoring and or motorsport do not hesitate to get in touch.

Ralph Colmar

A Warm Welcome To New Members

Daniel Bird, Mark Bowater, Nick Mizen, Peter Turner, Ted Watts.

Events Calendar

Sunday 10th April - Cross Trophy Car Trial - Dundry

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 10th. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in. For further details and an entry form visit the club website or contact Event Secretary - Tim Murray 0117 9499449, secretary@bristolpegasus.com

A brilliant fun afternoon with your ordinary road car - Any car is suitable

Monday 11th April - Club Night

For our April Club Night we will have an informal meeting at BAWA from 8pm. As well as the opportunity for an informal drink and a chat we plan to have some film on the big screen. This will be the last club night at BAWA before we head out and about over the summer before returning to BAWA for some guest speakers in the Autumn.

Saturday 7th May - Llandow Sprint

The 2015 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we joined by the MGCC Luffield, the Downton Mini and the Bristol MX5 Championships. Entry details on the club website or contact Andy Moss on 0117 9041841.

Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded

Saturday/Sunday 28th/29th May - Drag Racing

On the weekend of the 27/28th of May we are once again going drag racing at Shakespeare County Raceway. Sadly this is the last year you will be able to enjoy the venue, as it is another that is falling victim to redevelopment. As well as the opportunity to drive your own car down the famous strip there will be plenty of American V8s and other drag racing machines to enjoy.

Sunday 5th June - Ace Classic and Sports Tour

June the 5th is the date for our ACE Car Tour. The Tour will follow a new route south of Bristol which is being planned by Martin Emsley and Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving. Details later in Backfire or on the website.

Saturday 20th August - Castle Combe Track Day



Saturday 22nd October - Castle Combe Pegasus Sprint



Invitations

Sunday April 24th OMC Bocardo Autosolo & PCA

BPMC members are invited to compete in Oxford Motor Clubs Spring Bocardo Autosolo and Production Car Autotest on 24th April at Finmere Airfield Nr Bicester. Events will include National B and Clubman Autosolos, qualifying rounds for the ASWMC, CMSG and BTRDA All Comers championships, plus a Production Car Autotest open to drivers from 14 and navigators from 12 [with qualifying criteria]. For further information contact Competition Secretary John Blackwell :- Home: 01788 339500 Mobile: 07857 403451 Email: compsec@oxfordmotorclub.co.uk

The Williams Open Day - 16th April from 10am until 4pm

Guest speakers Mike Costin, Ernie Unger, and Dick Scammell is coming along. To be held at TotterOak Courtyard, Horton, Chipping Sodbury, Post Code BS37 6QG. Details from Rob Ford 07812 353976 or roblotusford49@mbzonline.net

May 7th Miglia Quadrato Treasure Hunt City Of London

Miglia Quadrato, a treasure hunt, has been organised in the City of London for over 50 years by United Hospitals and University of London Motor Club who have extended an invitation to BPMC members to compete this year on May 7th.

For details contact John Gilbert at uhulmc@k3g.net tel : 01462 674887 entries close April 23rd.

Marshals Wanted

23rd/24th April Wiscombe Park Hillclimb

Those interested in marshalling at this Woolbridge Motor Club event will be offered £10 towards the cost of fuel, free lunch vouchers and camping in the top paddock.

For more information contact Worth Birkill 01305 854765 or 07823 554246

14th May 50th Plains Rally, Mid Wales

Knutsford and District Motor Club will be running the 50th Plains Rally in the Gartheiniog, Dyfi, & Pantperthog Forests on May 14th if you are interested in Marshaling please visit www.plainsrally.co.uk/marshals or call Mike Timmins on 07747 620009.

15th May 2016, MSVR Bolton Midnight Rally, Snetterton

Despite it's name this event will aim to run from 07:30 to 18:00, if you would like to volunteer your time please contact Chief Marshal Andy Long email – Marshal@blmcc.co.uk mobile - 07989354260

RIP David Stokes

It is with great sadness I need to advise you that David lost his health battle on 10th February 2016. He was 6 times British Rally Champion and was most recently seen at Gaydon (HRCR open day) in the middle of January.

Obituries have appeared in local newspapers covering The Dursley area from where David operated his business as well as his Historic Rally Car.

Regards Mark Benstock

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.



Note : Next BPMC meeting at BAWA is on Monday 11th of April 8pm start in Room 7

Race Retro - Stoneleigh



Dick Craddy

Morgan Factory Visit

The 10th of March dawned cold and dry, I had planned to leave early, but 18 yr olds struggle with that... Bristol area traffic was not playing ball either, so I was battling the satnav ETA figure all the way!

Still I just about made the 9.45 Malvern Factory assembly time and the helpful staff told me that most of Pegasus/IAM group were here, excellent I thought to myself. Dead on time we were gathered up and sat down in front of a competition Morgan and display screen for the introductions.

The history of the company was reviewed, beginning with Henry Morgan who had a good start doing an apprenticeship at the GWR in Swindon at the turn of the century under probably one of the greatest railway engineers of all; Sir GJ Churchward.

Having made his modest contribution to GWR history he left Swindon in 1904 to pursue the motor interest. Garage opened in 1905, began with Runabouts and Cyclecars leading to the 3 wheeler competition success up to WW1.

New factory opened in 1914 at Pickersleigh Road where it still stands enlarged today. Morgan was one of first motor Companies to resume peacetime production in 1918, Peter Morgan was born in 1919. The 3 wheel Aero model was launched in the 20s and much success was had, including at the famous Brooklands circuit.

In 1936, after a prototype had been tested in trials and on the track, a four-wheeler was exhibited at the London and Paris Exhibitions. The new model was called the Morgan 4-4 to differentiate it from the three-wheeler, indicating four cylinders and four wheels.

The car had a Z section full width steel chassis with boxed cross members and the body was an ash frame panelled in steel. The combination provided the durability of a coachbuilt car with the lightness required for a sports car, it was an immediate success.

After the launch of the Morgan 4-4 Roadster a four-seater was introduced, followed in quick succession by a Drophead Coupe in 1938. The three-wheeler remained in production although sales of the V-twin engined cars were in decline. The F-type however, remained popular and 1938 saw the addition of a high performance two-seater version, called the F Super.

Car prod had to cease during WW2 with mainly aero related items being produced. In 1945 many skilled employees came back from the Forces to re-join the factory and car production resumed a year later.

In 1947, after being demobilised, Peter Morgan, H.F.S.' son, joined the firm as Development Engineer and Draughtsman. The last twelve twin cylinder three-wheelers were manufactured in 1946 using mostly a stock of pre-war parts, and shipped to Australia.

Due to post-war shortages export orders were favoured over those for the home market when allocating supplies of steel. Three-wheelers did not enjoy this popularity overseas and therefore the decision to discontinue their production was made in 1950. The last Morgan three-wheeler left the factory in 1953.

In 1947 the Standard Motor Co announced their 'One Engine Policy' which meant that after 1949 the 1267 c.c. unit would not be available to Morgan. A prototype for a new Morgan was therefore built in 1949 with the Standard Vanguard 1.8 litre engine which gave a much improved performance.

1950 saw the production of this car as the Plus Four, the engine eventually fitted was the 2088 c.c. Vanguard 68 b.h.p. unit. The Plus Four had immediate success in competition, with Morgans winning the team award in the R.A.C. Rally in 1951 and 1952, H.F.S.'s son Peter Morgan was a driver in both teams.

The body styles adopted were an open two-seater, a four-seater and a Drophead Coupe, due to its very high-power-to-weight-ratio the Plus Four also began to have many successes on the track. In 1954 the pre-war design was significantly updated with the radiator now hidden beneath a cowl and grille to improve aerodynamics.

The following year the TR 2 engine was fitted, raising the power to 90 b.h.p, although detailed modifications have been made over the years, and many other engines fitted, this iconic design remains in production. In 1955 a Series 2 introduced with the TR3 engine fitted a year later.

Success was achieved again at the 24 hour endurance race at Le Mans in 1962, a Plus Four Super Sports prepared by the company and Christopher Lawrence, competed and won the 2 litre class. The car was driven by Lawrence and Richard Sheppard-Baron who covered a total distance of 2,261 miles at an average speed of 94 m.p.h. Driver changes, refuelling and adjustments took a total of 32 minutes, so the actual running speed of the car was 97 m.p.h. After the race the car was happily driven back to England on public roads.

1963 saw the introduction of an entirely new car called the Morgan Plus 4 Plus. This used a conventional Plus 4 chassis, but was fitted with an elegant glass fibre body made by E.B. Plastics Ltd., of Stoke-on-Trent. The car was not successful and during the four years that it was in production, just 26 were built.

In 1964 the Morgan chassis was used as the basis for another radically different car, the Morgan SLR, a racing car designed by Chris Lawrence and John Sprinzel. The aerodynamic body gave a top speed far in excess of the 130 m.p.h. achieved by the Plus Four at Le Mans on the Mulsanne Straight.

In 1966 the Triumph TR engine was nearing the end of its life and a suitable replacement was sought. The Rover Motor Company offered the forthcoming aluminium Rover V8 engine. This proved to be one of the most successful cars that the company has ever built and production continued for 36 years until the model was discontinued in 2004 due to the demise of Rover.

Throughout the 1980s and 1990s the Morgan Motor Company continued building the classic range of sports cars. In 1990 there was the famous visit by TV Trouble shooter Sir John Harvey Jones. In 1997 the production models were extensively overhauled, with the standardisation of the new Aluminium superformed wings (all except the 4/4), longer doors, redesigned facia to allow for airbags the introduction of a 4.6 litre V8 version and generally improved materials throughout. Sir John returned in 2000 and was generally impressed.

A new model Aero 8 launched in 2000 with BMW V8 and Peter Morgan passed on in 2003. Le Mans success was again seen in the 2000s with the Co centenary in 2009 when the New Visitor centre was added. The new 3 wheeler with American S&S engine launched soon after to great acclaim.

So back to the tour... we were split into 4 groups and allocated guides. We visited the various different workshops, starting with the 3 wheeler where the big V twin is attached to the MX5 gearbox, a cush drive is added between the 2 to reduce the impulse forces from the engine!

The 3 wheeler is available in various traditional colours but many fun effects have been added by customers. We then progressed to the many phases of Morgan 4 wheel production including the new Aero 8 with Lotus style bonded aluminium chassis.

The traditional Morgan chassis is spaceframe steel with body in a wood (ash) frame with Aluminium covering – hence the lightweight. All these techniques were shown to us in a friendly manner with no camera restrictions.

We saw the hand rolling of bonnets, always done this way, similarly the hand punched cooling louvres are all done by template and 'eye'. On to interiors with leather and the walnut dashboards, hood manufacture also all done in house.

A recent addition is the water based paint shop building again very 21st century but Morgan use technology when and where they can/have to. You can have your Morgan in about any paint finish/colour you want with interior to match also.

The tour came to an end in the final finishing shop and back to the visitor centre via museum and shop. Here most of us had lunch and a few incl my son Ben had demo drives by Steve the works driver, they all came back with grins on their faces!

A few of us completed the day by going the suggested scenic way home via the Forest of Dean and stopping for tea and scones at Tintern Abbey. Ben took the opportunity for some extra driving practice by fitting L plates to our little Pug107.

So overall an excellent day, I heard no complaints!

Pete G.

Morgan Factory Visit



Pete G.

It's an uphill struggle

We've all got to start somewhere haven't we?

Now I fell out of 'Mother' in the usual manner and within 3 years I was a petrol head. Of course, back then in the mid 60's there were no 'petrol heads'. One was 'a bit of a car buff'.

We were in London and I have early memories of riding in the back of a Rover P4 110 that 'Pierre the French Fighter Pilot' owned. Dad was ex RAF so I guess that's how he came to know a French pilot.

The local dentist, that I hated visiting incidentally, had an Opalescent Dark Blue E-type FHC S1.5 with faired in headlights. Just sat there, nonchalantly parked in the street outside his practice, it looked uber cool. Now it would be a classic and leading a cherished life. Back then it was just his daily driver.

Where do you go from an E Type? How about a Ford Zodiac MkIII – the one with the splayed out rear fins, 4 headlamps and a large chrome face. 'Uncle Fred', who ran the off-licence opposite our bedsit in Kilburn, North London, was a good sort who, possessing a car where we didn't, was only too happy to help out when needed. I'm not quite sure why the local off-licence owner was an 'Uncle' but it can't have been through custom as Dad was no big drinker, anyway I digress. This Zodiac was dark green, 6 cylinder of course and bench seated and a bit of a tank but fantastic. In a warped sort of way, I'd rather like to own one now....

The Zodiac played an important part in us acquiring our own car. We were planning to move back to Wales, Dad's homeland, in 1969 and Uncle Fred came to the rescue, taking Dad and me around various private sellers (spelled 'con artists'). The upshot was a willowy green, with a white roof, Austin A40 Farina with the all-important hatchback rear window and drop down rear panel 'al la Range Rover.

It looked decent and had a 1098cc motor. It was the only car we had ever had so of course it was akin to an E Type for me. The holes in the floor were no extra charge and the owner was so modest that he didn't even mention them....



My other, more exciting, recollection from London was visiting the Motor Show in Earl's Court, in 1968, I think. There, sat on the way in was the launch Morgan +8. Back then they still had narrow bodies and those lovely complex alloys. It was a peach in bright yellow, though I must say I have never really considered buying a Morgan – a bit draughty for my liking.

The A40 Farina was a great little car. The 'move' to Wales involved filling the A40 with things that it probably should not have been able to absorb and racing the removal van which was a close run thing. With the car that full and three of us to carry the answer was, of course, that I sat in the front on Mother's knee for the 150 miles. Anyway, who needs a seatbelt when you have one of those steel airbags in front of you... I guess today that would only be seen as safe if I had been wearing a Hi Vis and a pair of safety glasses.

Once in Wales, the A40 didn't last too long. A wade through a local ford saw the floor fill with water and the electrics had it too. The rot took hold and what was left of it got sold. I'm sure the new owner would have needed a dust pan and brush for collection. It was replaced by a Honda 90 motorcycle which I occasionally managed to ride pillion.

So it was a car 'less (but not careless....) life for the next 7 or 8 years but the petrol headedness was supported by a subscription to Autocar (from the age of 8!) and lots of hanging around garages and generally being a nuisance. It's funny Mrs Jones thinks I have become a nuisance but in fact I was that way from an early age.

The local town in West Wales had just one dealer – yes you've guessed it, a BL dealer. In such circumstances, you get to love Marina 1.8TC Coupes (I fancy one those as well), Dolomite Sprints and All-Agros with square steering wheels. The wife of the local solicitor ran a Lotus +2S 130 in Lagoon Blue with a Silver roof and I have liked them to this day. The bedroom walls were covered in...amongst other things...free posters from various car manufacturers. I particularly liked a 3 set from

Lotus of an Elan Sprint, Europa JPS and +2S 130/5. I still have them today. The posters that is.

It was a moment of great excitement when my parents took me to Carmarthen – nearest decent sized town – to stand outside the Fiat dealer dribbling over a 124 Special T (1592cc twin cam and a real Q car), 128 Rally and many more. My passion for Fiats grew and to this day it's the make that I have owned most of – we have 3 at the moment, numbers 7, 8 and 9, although by the time this is published one might have left us.



In time for my 'learning to drive' moment, Mum managed to scrape together the funds to actually buy a car. There was a near miss with an 1116cc Fiat 128 (that was love at first sight) at £1095 but we ended up buying a Simca. It might have been just an £895 Simca 1301 Special (anyone remember them?) but it got me on the road and it's another that I would like to find again. Rare as hen's teeth, you are more likely to find a 250 GTO!

That Simca was good and stayed with us for a few years. The Weber 28/36 was very exotic for the time (everyone else had SUs) although it decided not to idle on the day of my test so I quickly learned to heel and toe to keep it running at every stopping moment including the emergency stop. Anyone tried an emergency stop with your right foot partly on the throttle?

Of course, such a naturally cool car deserved a bit of 'improvement' so on went a very inappropriate sports steering wheel and an oil pressure gauge. Why would you need one of those for a 68bhp 1290cc pushrod in cast iron?

Well you are ahead of me. At about 80mph, down went the oil pressure gauge needle. At this point you generally dip the clutch, switch off (no power steering to worry about) and coast to a nice halt and investigate. Or you can do what I did and tap the gauge repeatedly cursing its inaccuracy and then listen to the motor self-destruct through having no oil pressure. What's that saying about having a dog and barking yourself ?

At the time, my best mate had an incredibly stylish Austin Maxi 1500 (no, not even a 1750) in Harvest Gold. I think they might all have been Harvest Gold. I find myself jumping to the Maxi's defence these days as, like the 1800 Land-Crab and the AD016 1100/1300, it was a fine car in essence. Roomy, great ride, lots of road holding and generally useful. It apparently also made a decent double bed, though in Harvest Gold with no hubcaps and a Valvoline sticker on the rear, it seemed not to be much of a bird puller to be honest. The Hydrolastic ride was bouncy at best so if it had been used as a bed, I think it might have been a water bed. He remains adamant, though, that despite it apparently not being a 'bird puller', he did get a bonk every time he turned left....

We had a lot of fun tinkering (trying to get them started), improving (adding naff accessories) and driving them at silly speeds around the narrow, wet, leaf strewn, bumpy B roads of West Wales.

When funds allowed, his Maxi got replaced by a Fiat Strada 65CL and the Simca got replaced by something quite tasty. More on this when I Backfire in the future....

Jones the Speed

Mega French Triple Header

May 17 to 24th Magne Cours; Dijon: Fontenay le Compt.

What joy, what bliss – just the thought of putting MC and Dijon together was major but then they put the icing on the cake with Fontenay.

A quick word on how best to enjoy these trips – meant as useful advice after 20 years of sprinting/racing and track day(ing).

When you first start you nearly always drive the pride and joy to events – rain, shine and sometimes snow. Great fun isn't it... full blown 968 race car on controlled tyres, hard as a rock – camping stuff in the back and race hard pads all around (very loud squealing on application). Cirencester to Snetterton almost 3.5 hours-after a track day at Cadwell in the Westfield (only a bit of rain – only hits you at traffic lights honest!) As you get older and possibly wiser you learn that to get the best out of your racer/sprinter/track day car you must adjust everything for the track (which usually means they are pretty unbearable to drive on the roads). You can compromise but, trust me; you get the worst of both worlds as a result. Anyway, on with the narrative:-

As seasoned track day warriors, Ian, Graham ,Graham's co driver, Chris S and I all arrived at 10pm at Portsmouth with cars/trailers and supplies ready to board the now legendary cross channel Brittany Ferries to Caen. In the past we had always managed to get on the St Malo boat but on this occasion it was full. After the obligatory searching of washing bag (silly really as their x-ray machine did not seem to be working) and silly questions like “how many machine guns do you have in there (pointing to the enclosed trailer)” Ho Ho – off we scrambled to book places in the magnificent a la carte restaurant but bugger bugger bugger – it was closed (the St Malo leaves at 8pm but the Cean leaves at 11pm). Neatly decanted to the bar for beer and peanuts and live entertainment (I think) then off to the palatial cabin for a bit of shut eye.

Dawn broke, the cabin gongs went off and up we jumped for a full English at 6am – actually very good for froggies!

The trundle down to Magne Cours was uneventful with the convoy stopping at the obligatory (for Northern Jessies) motorway services for food/pee/diesel.

Weather was warm so we had to turn up the air con and the stereo volume to compensate. Chris S who shared the



driving of my car was initially enthralled by the sound of Robert Hardy reading the Hornblower story CDs and was asleep in 2 minutes. This happened on every occasion we put that CD on!

There is only one major hotel at the Magne Cours complex and we had booked it. The leisurely meal was adequate and beefed up with some extra wine dispensed, as usual under the table to augment the ludicrously high priced, lacklustre, local plonk and lack of service- with is prevalent in France.



Next day dawned warm and clement! Off to the track for one of Mr Learu's extensive briefings – thorough but now a bit overlong and boring.

After the first $\frac{1}{4}$ hour session lapping commenced and continued (open pit lane) until about 4pm. You enter the track at the end of the pit straight into a fast left ish then long fast rightish where you've got to be in the middle of the sweep to engage the long (very fast) straight with mid

point kink, where you know there is a 180 right at the end; then a good sprint, short straight, then right/followed by tightening/tight left. Blast up the back straight with right/left piff paff quick push then 180 right onto whopping straight slightly downhill with left bend, sharp right, sprint, brake, tight chicane (high kerbs) broke front roll bar again!. Blasting down the main straight the V8 booming off the stands-- and do it again.

Lunch was a brief baguette and coffee affair in one of the garages – which was adequate and not fulfilling. Afternoon lapping saw much improved speed and adrenaline flow. Unfortunately Graham succumbed to a malaise which saw him parking his Ultima so we all called it a day at about 4pm (lap shattered) and loaded up and off to Dijon and a new adventure.

Graham had previously (6 years ish) stayed at a rural bed and breakfast farm house which he proclaimed as quite good and inexpensive. I think we must have stopped on the way as Graham and Ian had arrived before us, so we chose to stop at a rural cross roads in the middle of France with not a sole in sight and the leather trousered lady in my little box said in 50 yards you have reached your destination!! And so we were,-- one right



turn and there was an elderly French patron, waving his arms and gesticulating vigorously! From the outside the house was a typical French farmhouse, with outside 'sheds' (more later). I was given DeGale's room, apparently he had stayed there for 10 days in 1946. Under the eaves, one having to negotiate not only roof trusses, beams but also floor steps which did not coincide! There was the compensatory pleasure of two shower/toilets, so I was clean as a whistle and only slightly dazed when I popped down to meet the crew. Loads of beer thrust in ya fist then to dinner – which was the most tasty and filling I've ever had (abroad). And so to bed (after much head bonking).



The next morning was quite cold with rain forecast so we quickly found Dijon circuit, set up in a garage and made ready. Unfortunately Graham was still under the weather so did not make it to the circuit. I have always found Dijon to be a bit of a challenge to drive quickly. It has a very long straight (with obligatory bump in the middle) loads of elevation and tight corners and bends; some off camber-causing interesting results.

You enter at the end of the straight, out of the pits, then right and try to gain as much speed as you dare through the piff paff left/ right, knowing that you will go over the blind brow into a sharp left down hill, accelerating into a sharp right, uphill off camber then accelerate into a left hand (5) then kink, then long right, quick sprint into the off camber Courbe de Pouas (I know I should be going faster here) and up onto the straight. If you have the courage to hammer the bend to gain speed on the first part of the straight to carry down to the end; however in an Ultima all you have to do is put the pedal to the metal and hang on! Electric adrenaline then flows and everything blurs towards the end of the straight (open cockpit) until the tightly clenched buttocks tell you its time to engage the AP four pots to control the beast's charge into oblivion.



Once back into the garage to warm up it -was bloody cold – under darkening skies, Ian decided to charge out for one last play (on slicks) before the rain came down. And so it did half way round his lap. Not rain but heavy hail. Needless to say there was that long wait with red flags and no Ian. Eventually he arrives to put our concerns to rest and declares his several gyrations with great relish--- at this point I should have changed from slicks to wets in the ever changing conditions, however it

is hard work for a geriatric so the slicks stayed on and the driving was cautious (to say the least).



By mid afternoon the cold got into the bones so back to 'Grahams' lodgings, but first sampling a few at Chris S's lodgings which were palatial-just across the road (got lost coming back!). Later our patron had the wood burner roaring and after plentiful supplies of liquid refreshment we started to thaw out. It was then that our host declared that he had a private party in the house that night so we were banished to the shed outside for dinner! Having donned all the jumpers and woollies to keep

warm, we were duly ushered into the 'shed' which from the outside resembled one of those wooden Swedish sauna thingamabobs.

On entering we were blasted by the heat of a large waist high brazier about 4 foot square full of glowing embers and food piled high to 'do it yourself'. A filling starter was followed by steaks that were as thick and big as a doormat! Accompanied by copious amounts of the local supermarket red plonk (we must have drunk them out of our supplies). After fun and games with balloon helicopters to amuse the landlords grandson it was to bed to bonk head again and make ready for tomorrow; the Northern contingents were to head north, then channel and darkest Manchester whilst Chris Spencer and myself set a south westerly course for a golf challenge at Poulingny – Notre Dame at hotel Dryada golf and spa (near Poitiers) interesting journey thanks to parallel navigating by CS but nevertheless idyllic. The weather and hotel (middle of nowhere 4/5 storey concrete slab were excellent and the views were breath taking. Sitting on our 2nd floor balcony that overlooking the 18th hole and watching the passing froggies make a dogs dinner of it! The meal at the hotel was adequate but, shock horror, the expensive beer served with it was off!

Out with the manager back with the replacements and discounted bill in a jiffy – CS is very good at this sort of thing as I came to understand. (He found a spot on the wall in his room and got a massive discount off the bill!

The next day dawned with excellent sunshine, no wind and a perfect golf day beckoned. (I had not been able to book a



starting time previously (no one spoke English) (Friday morning tee off) so thought we would have to wait our turn-- but got downstairs, no one about, flagged down a passing lady official, got buggy/green fee and card and we were told to tee off whenever we liked (no one on the course at all, 18 hole championship with woods, lakes and a well kept rough!) CS promptly steps up to the tee proclaiming "I am a bit rusty" then sets about teeing up and placing a large tennis ball on the tee!



What a great golf round we are going to have today, I mused. We took our time, had a great morning 'at it' and finished the course in one piece after making the obligatory dog's dinner on the last hole and scoring a 15 on the par 5, through the trees, over the lakes (without losing a ball – the rough was very clingy) – obviously professional golf is not for us – so after lunch-- off to Fontenay le compt, near La Rochelle (a new circuit for me) for more lapping.

Stewart Barrow of Delta Racing (a Channel Island set up) had organised the day and booked (Le Rebelais) accommodation (where 43 rooms were booked for 33 drivers and friends the next day. Everything from a Westfield to BMWs, Porsche, Audis and of course those bloody Caterhams. Never mind the lads, mostly from Jersey are a good crowd and once assembled at the newish club building we were treated to a very interesting and brief briefing-- similar to the L.O.T. style of 'overtaking any side and don't crash'. Timing and videos were allowed but jesting and fornication on circuit were discouraged.



The weather was fine and sharp and the circuit (alongside runway 60) is similar to a flat, shorter, circuit de Bretagne) and quite new. You enter at the end of the pit straight onto a tightening right hander, then quick burst into a double tight right where all the in- experienced drivers spin off in a dust storm of grass cuttings. Then a long gentle left /right then brake for the right left chicane (can take straightish) short gathering bit then tight right-hander onto long straight blasting past everything in a

blur then tight 180 right-hander onto the back straights – a great day was had by all. Great fun recalling my racing days with cars whizzing off in all directions and back

on for more punishment – in all though, no one pranged and I got a great tarmac pic in the middle of someone else's doughnut! The day was great because we met up with many old friends and made some new--notably Raymond Breen who has since become the source of many comic emails-- his family had a great day out.

The day ended with a gala dinner non event, however all were satisfied with the days arrangements and soon after we all piled into bed with the promise of a long drive to Caen and the evening ferry home. As usual with long drives through France the trick is to stay awake and not to get too board. We usually go for a zip up the motorways then at lunch time seek out a little restaurant in a pleasant setting and so it was-- we came across a small village high street with an empty café/restaurant just closing. We asked for steak and got the best I've ever tasted,absolutely worth waiting for.

The ferry back was long (6 hrs) and flat calm so snoozing and eating were the order of the day!

Back home and months later I am still enjoying all those memorable excesses!



Chris Varey

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



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!

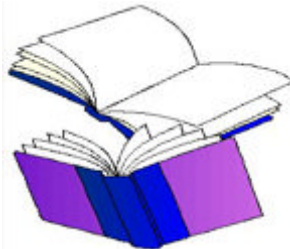


Sweatshirts & polo shirts are available in the following colours and sizes:

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

Bristol Pegasus Fantasy Formula One 2016

Results after Round 1 - Australia

The first set of results see an all female top four - however the early leaders all received bonus points for being under budget - how long will it take the others to catch up ?

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	94
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	76
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	64
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	64
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	62
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	59
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	57
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	56
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	54
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	52
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	50
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	49
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	49
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	48
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	45
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	42
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	41
Bob Bull	Bottas	Button	India	Rosso	Mercedes	40
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	39
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	39
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	38
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	36
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	36
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	36
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	35
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	34
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	33
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	27
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	25



Bristol Pegasus Motor Club ACE Classic Tour - SUNDAY June 5th The 2016 Classic Vehicle Charity Tour



This year our journey will take us to the south of Bristol and as in the past it is designed to take in places of interest that we are sure you will enjoy.

We shall once again have a communal picnic stop at a convenient and interesting location.

We have a new start at Gordano Services near junction 19 of the M5 - postcode BS20 7XG.

Toilets are available at the start.

PLEASE ASSEMBLE BY 9.45am



Our chosen charity this year is: **SARCOMA** a particularly nasty form of cancer that attacks the body's soft tissue (please view on the web - Tumour Has It - "not just another cancer blog" for further information)
In the view of the Committee this charity is most deserving of our support.

Please retain the above section for your information.

Return the lower section with your entry fee.

Entrants/Driver Name:
Address:
Post Code:
Email Address:
Contact Telephone Number:
Passenger Name(s):
Vehicle Make/Model:
Vehicle Registration Number:

DECLARATION

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so.

I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle entered is covered by insurance as required by law, which is valid for such part of this event as shall take place on roads as defined in law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature_____

Date_____

Please sign declaration above and return with entry fee (**minimum £15.00 per vehicle**) to: -

Tony Joiner. 17, Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ.

(Cheque payable to All Classic Enthusiasts)

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The 2016 ACE Tour will follow a new route south of Bristol which is being planned by Martin Emsley and Alan Spencer. The event is aimed primarily at Classic, Kit and Sports Cars but club members are very welcome whatever car they are driving.



Llandow Circuit
Vale of Glamorgan



LLANDOW

SATURDAY 7th MAY 2016

The 2015 May Llandow Sprint will again be organised by ourselves and Bristol Motor Club. As well as the ASWMC and WAMC championships we joined by the MGCC Luffield, the Downton Mini and the Bristol MX5 Championships

Entry details are available on the club website or contact Andy Moss on 0117 9041841 or andy@mossdata.co.uk for a printed copy

Marshals also required - Cooked Lunch Provided and Bridge Toll Refunded



BPMC 2016 Events Calendar

Month	Day	Date	Event	Location
Apr	Sun	10th	Cross Trophy Trial	Dundry
Apr	Mon	11th	Club Night	BAWA 8pm
May	Sat	7th	Llandow Sprint	Llandow Circuit
May	Mon	16th	Treasure Hunt	TBC
May	Sat/ Sun	28th/ 29th	Drag Racing	Shakespeare County Raceway
Jun	Sun	5th	ACE Classic Tour	Entries Now Open
Jun	Mon	20th	Bring Your Car Night	Date confirmed as the 20th
Jul	Mon	11th	Evening Car Tour	TBC
Jul	Sat	16th	Frenchay Car Show	Frenchay Museum
Aug	Sun	14th	Sunday Treasure Hunt	TBC
Aug	Sat	20th	Track Day	Entries Now Open
Sep	Sun	11th	Autosolo	Rolls-Royce
Sep	Mon	12th	Club Night	BAWA 8pm
Oct	Sat	1st	Castle Combe Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Oct	Mon	10th	Club Night	BAWA 8pm
Oct	Sat	22nd	Pegasus Sprint	Castle Combe
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

Cross Trophy Car Trial - Dundry - Sunday 10th April

Our Production Car Trial is to be held at Lower Grove Farm in Dundry on Sunday April 10th. The venue is superb for an event of this type and should offer a challenge for most. Signing on from 12.00 & first car to start at 13.00. Entrants will need a vehicle, a driver and a passenger whose job it will be to jump about in the passenger seat to maintain traction when the going gets a bit slippery. If you don't have a passenger, don't worry – you can always grab a fellow competitor to sit in.

For further details and an entry form visit the club website or contact Event Secretary - Tim Murray 0117 9499449, secretary@bristolpegasus.com

A brilliant fun afternoon with your ordinary road car - Any car is suitable

Deadline for Next Backfire: 23rd April 2016

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