

# Backfire

**Bristol Pegasus Motor Club Magazine**



**August 2016**

**Pegasus Club Cars at the Frenchay Car Show**

# **Contents**

**Chairman's Chat**

**Editorial**

**2016 Events**

**Pegasus Evening Car Tour**

**Frenchay Vintage Vehicle Day**

**It's an uphill struggle**

**Pegasus Club Merchandise**

**Bristol Pegasus Fantasy Formula One 2016**

**Editor's Month - Chateau Impney Düsseldorf Prescott**

**2016 Events Calendar**

**Backfire**





## Chairman's Chat

By Andy Moss

July has been a relatively quiet month for club activities but we still had a couple of very enjoyable events. Ralph organised our evening car tour which had a good turnout of cars who enjoyed a summer evening drive from Cribbs

Causeway to the finish pub near Berkeley.

We also had an informal trip to the Frenchay Vehicle Show. Despite arriving well before the advertised 2pm start time things were already busy and I was lucky that other members had already reserved a good sized parking area. As well as the other Pegasus members cars there were plenty of other interesting things to see. The weather was very pleasant - an excellent Saturday afternoon.



Looking forward to August our Castle Combe Track day on the 20th is always a highlight. The event now has a sizeable reserve list so if you have not entered already you have probably missed out. Even if you are not doing the track day

please come along on the day – there is always plenty going on and entry to Combe on the day is free. This year we are hoping to be able to give members the chance to join a track parade at lunch time - the plan is to ask for a couple of pounds donation to the club charity fund and raise a little for good causes, while at the same time giving those who have not been round the circuit before a chance to drive Castle Combe at a slightly slower pace.



The August Treasure Hunt is now on the Sunday morning following the Combe day. Whilst this means a busy weekend of club activities it also gives people the chance to do two great events in one weekend.

The entry details for the October Pegasus Sprint have now been published, last

year the event was oversubscribed and we already have a lot of entries for 2016, so make sure you get your entry in early if you are planning to compete.

Looking forward to September Rolls-Royce have again allowed us to use their car park for our an Autosolo, which should be a lot of fun. Most road cars are suitable and you don't need a competition license, helmet or overalls to join in this low cost event. Alan Spencer is organising and entry information should be on the website by the time you receive Backfire.

As well as Pegasus activities, this month I have been away on Holiday. Once again we took the Caravan to France and for the first time went via Dover rather than our usual Portsmouth or Plymouth routes. The Friday before we were due to leave we were a little concerned to read of 14 hour queues going into the port at Dover! In the end we were very lucky as the queues had cleared by the time we left on the following Monday and it took us just 20 minutes to cover the section of road that some unlucky people were stuck on for hours.

As usual we saw a few interesting motoring related items on our travels. We seem to be very lucky in spotting nice cars in small French villages. This year we found a very interesting Talbot near to where we were staying. Two locals drove off pretty soon after we had taken some pictures - again good timing.



It is always interesting to compare the road systems in different countries and there is still the odd thing in France that stands out from the UK. Near a school they had full sized model children stood at the edge of the road - quite effective and better at getting you to slow down than a normal road sign. Even something as simple as traffic lights can be quite different. In France some sets of lights have green replaced with flashing amber - often in danger spots - the flashing light meaning proceed with caution. On this trip I also came across some temporary traffic lights with a countdown timer in the amber light - a good thing to make sure people are ready to go when the lights change, and also relieves some of the frustration of thinking when are these lights going to change! As someone towing a caravan, I also like the concept of different speed limits for caravans in certain places - normally a restriction on speed in downhill sections.



On each visit I normally come across one or two road signs I am not familiar with - there must be a good guide to the more unusual of these - something to find before my next trip !

## Editorial

It's been an unexpectedly busy months motoring here at Backfire Towers, the Touring Assembly produced some unexpected excitement when it turned out part of the route through Aust was blocked due to one of those infernal pop up roadworks, fortunately everyone managed to find a way to the pub, my thanks to Tim Murray who helped organise the event and all who came.

The day before Tim and I popped over to Chateau Impney for the annual veteran and classic hillclimb, as expected Duncan Pittaway's FIAT did not disappoint, one of the loudest cars at the event was a Daimler V8 powered Cooper driven by Gillian Goldsmith nee Fortescue Thomas whom I remember from my first meeting at Brands Hatch in 1973 where she drove a celebrity Ford Consul as the equestrian representative.

Tim and I also went to last weekends Bugatti Owners Club meeting at Prescott where Gillian was joined by fellow BPMC members Jeremy Jones in his GTM and Martin Watts in his Sylvia Riot, it was nice to see Rupert Marks road registered Can Am spec McLaren M12 survive a minor off, because he had no other means of getting home !

In between all of this my Mum asked me to take her back to Germany for a couple of days, in between visiting loads of relatives I managed to pop into Classic Remise in Düsseldorf a combination classic storage, renovation and collection venue where among a variety of Porsches, Mercedes Benz, Rolls Royces I found a 1970's Opel Kapitain and 1960's de Tomaso Mangusta among the highlights.

Coming up next is a trip to Curborough to see the public unveiling of an acquaintances tool room replica of an XJ13 complete with one of the 2 original 5 litre fuel injected V12 engines that he found on e-bay !

After that I will be on the start line for our Trackday and the following day I hope some of you will have the energy to come and join us for our summer treasure hunt we will be meeting at O/S Map 172 ref 618 663, Gibbet Lane Junction with A37 at 10 am for 10:30 am start.

My thanks to Phil Jones for this month's fascinating story on the key to ownership of a Lamborghini Espada, to Andy Moss for the many photographs and Tim Murray for the Fantasy F1 results.

Wishing you all a safe month's motoring

**Ralph Colmar**



## Events Calendar

### Saturday 20th August - Castle Combe Track Day

Our Castle Combe Track Day is on August the 20th this year and entry information is now available from the club website, which has all the information you need in a special Castle Combe day section. <http://castlecombetrackday.bristolpegasus.com>

**UPDATE : The event is now full - a reserve list has been started.**

### Sunday 21st August - Sunday Treasure Hunt

#### **PLEASE NOTE CHANGE OF DATE**

Sunday Treasure Hunt. Starting O/S Map 172 ref 618 663

Gibbet Lane Junction with A37 and finishing at an old village pub, organised by Ralph Colmar and Tim Murray meeting at 10am for a 10:30 start.

### Saturday 22nd October - Castle Combe Pegasus Sprint

Entry details and online/paper entry now open. A quarter of the available entries have already gone in the first couple of days since release of the regs so make sure you enter ASAP.

### Sunday 4th September - Autosolo - Rolls-Royce Bristol

#### **PLEASE NOTE NEW DATE**

We are pleased to announce we will again be running an Autosolo at Rolls-Royce in 2016. For those who have not entered one before an Autosolo is a set of timed 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. 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.

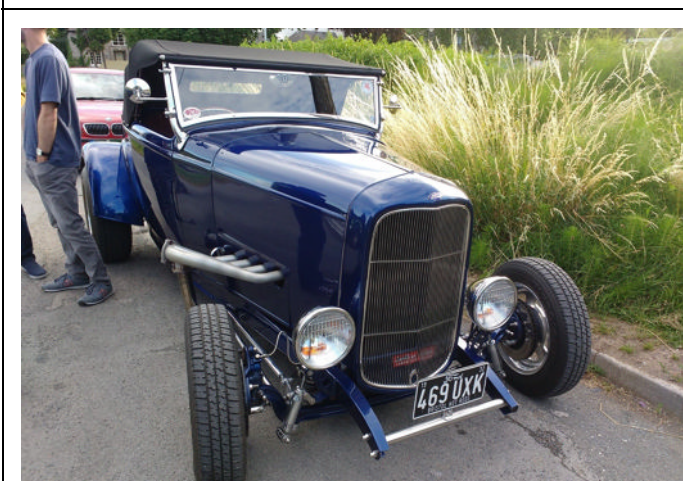
### Monday 12th September - Guest Speaker - Bob Rutherford

**Please arrive to get drinks in the bar from 8pm - 8.30pm start to the talk.**

We return to BAWA for the second half of the year and are pleased to announce the September evening will feature "Rutherfords Ramblings" - guest speaker Bob Rutherford is a member of Tavern MC who has navigated on many Club and European Historic rallies over the years. He has some interesting stories to tell about his adventures, and a lifetime of club motorsport, mainly from the Navigator's seat .....



## Monday 11th July - Pegasus Evening Car Tour





## Saturday 16th July - Frenchay Vintage Vehicle Day





## Saturday 16th July - Frenchay Vintage Vehicle Day





# It's an uphill struggle

You've bought a Lambo? Oh for God's sake...^&%\$'!! money pit

Now back in September 2009, Mr Castle-Miller clearly could not hide his surprise and delight that I had bought a Lamborghini Espada. His voice went up an octave, got a lot louder and I could just tell that he was pleased for me...

The day of collection was excitement itself and Mrs Jones kindly drove me to the Cotswolds to collect it, complete with jump start pack, tool box, fluids and warning triangle in her car...just in case.

This Espada was the one featured in Classic and Sportscars buyers guide back in 2009 and was a super specimen – a late S2, RHD and completely restored back in the 90s. That drive home was pure magic. It ran sweetly, my upper body got a good workout at low speeds and even with sunglasses on I couldn't see a thing through that big, sun filled windscreen. The brakes seemed a little wooden but I put it down to lack of use. Otherwise, what a piece a kit. Power everywhere, fabulous noise and to be fair, a great ride too. The V12 chatted away and always sounded busy – even at 3000 rpm there is so much going on it sounded more like 6000 in a normal car. I had already made plans to get it to Middle Barton Garage so that Tony and his trusty men could go through it – best to take the medicine now rather than tour the UK on the back of an AA truck. That would be more Yorkie than Milk Tray.

Lloyd and I took the car up and, as expected, a run through Burford and Chipping Norton in a V12 classic is about as good as it gets. Except that slowing down was proving to be a challenge and the downstairs department was getting a bit moist with the fright.

TCM cracked on with the detailed instructions to 'just sort it all out so it is spot on'. On went a stainless exhaust system and manifolds. That was a small mortgage's worth but a beautiful thing to see and hear. The boys ran the thing without manifolds just as they were ready to offer them up and it apparently sounded like a 60's F1 car. Which is not surprising as the original Bizzarrini design (at 3.5 Litres) was a Grand Prix project that got morphed into a 3.5 and then 3.9 Litre road engine with decent manners. For its day it was super high tech with 4 cams, all alloy block and heads and 6 Webbers.

The handbrake mechanism reverted to standard as the wire coat hanger was deemed surplus to requirements. The braking problem was interesting. A bit like that Mouse Trap game from the 70s where the ball rolled and knocked a hammer which triggered something else, here we had an incorrect water pump seal sprouting oil at high pressure across the engine bay and dropping down onto the brake disc! Talk about Whacky Racers.

After much fettling and some swearing at what TCM named the Starship Enterprise as it was 'so bloody big it takes up most of the workshop', we had a working Lambo. Re powder coated wheels and a fresh set of Avon CR6ZZs in proper 70 profile finished the job off and there followed 3 years of trouble free motoring.



Well nearly. On that trip back from MBG in the fettled Lambo, we realised that the battery was dying after sitting around for a while. Young Lloyd and I got into a spot of bother near Swindon in a deluge of water. The wipers gave up so we stopped and tied cord to the wiper blades, opened the windows a crack and took turns to tug the wipers left and right. Shortly afterwards the headlamps turned to candles and the deluge got worse. Lloyd had his head out of the passenger window shouting instructions as to where the road went – ‘left a bit...I SAID LEFT, WATCH THE BOLLARD’.

Well the Milk Tray was melting badly here – did GT man really have these problems in the 70s as he dashed down to Geneva for lunch? Probably.

Of course as soon as we hit (figurative term) the M4, up came the battery, the lights and the wipers and by the time we got to the bridge tolls, it was as if nothing had happened. The rain stopped and we gave it the beans through the Newport tunnels. All was forgiven.

There followed trips to the Auto Italia show at Gaydon where it was on display next to a lovely white Jarama, the Bristol Italian car show where it sat next to the ‘Roger Moore’ Islero and picked up a prize and, of course, TCMs gathering at Middle Barton... where I picked up one of Mike Kasson’s finest burgers.



It ran faultlessly thereafter and was a joy to own. An enquiry about some ‘touring spares’ for the boot (which I always like to have) proved a bit of a shocker with a distributor cap at £230 (I left that opportunity to someone else...), but otherwise it was a joy.

I mentioned in March that I had got a bit protective of it and started to think about its long term value, keeping it perfect etc. and it all became a bit of a strain to be honest. So while I was working on buying a GK, I put the Lambo up for sale via my good friend Jeremy Kearns at Redline Sportscars. We had a few near miss bites but it was slow going and so we decided to enter it in a specialist auction. All was planned, photographed, catalogued and the hotel booked so I could stay and watch it go. That was to be a Tuesday for delivery. So on the prior Sunday what do you?

Yes, you check everything again, re read the bump and make 100% sure.  
'Please bring all documentation and all spare keys with the car'.

Spare keys! It was the only classic I have ever had spare keys for and that's because I got the key cutter at Sainsbury's to do me one when I bought the car. Out I go, into the Lambo, which was sat under the 4 post ramp with the Abarth above it. In goes the key....yes I know you are there already.... turn, ignition, electric fuel pumps clicking, give it a couple of pumps on the throttle to prime the Webbers and start. Except the key went no further. That's funny, I'll try again I thought. But the key would not go back the other way either. Fuel pumps blasting away, ignition on, key jammed.



"Oh bother. How disappointing" .... In 'Corporal Jones' style the best thing to do at this point on a Sunday afternoon is to panic. Disconnect the battery to stop the fuel pumps. WD40 the key and give it a wiggle. Tie string through the hole and pull as well as wiggle....

"My Oh My, that's an awful shame. Its broken off at the stem". Younger son Owen is a fine mechanic for his age and he and I sat in the poor light under the ramp to have a joint think...and panic. Let's get the steering wheel off and try and dismantle the column shroud so we can get to the ignition barrel. "Oh the wheel has a special castellated nut and I have nothing to attack it with. Dear me".

Call TCM to have a good swear with someone who understands and seek advice. With measurements done by vernier it seemed a Lancia water pump spanner might get the wheel off. Tony was happy to lend it to me and even let me modify (destroy) it if necessary.

Swap sons and Lloyd and I set off for Middle Barton in a hired 1.2 Fiat Punto - they go well on full throttle for hours at a time it seems. Pick up the spanner, collect amusing verbal abuse from Tony and set off back home. 220 miles later and...the spanner is not deep enough. Monday morning and I call in a favour from a local garage who call in a favour from a local machinist in Cardiff and get the spanner modified. Blimey it is tight – the car has to be at the auction on Tuesday.



Steering wheel off but how to get the steel column shroud off? No grub screws, nothing. Try as we might we could not see a way. So, to B&Q for the largest drill bit I have had the displeasure to buy and yes you guessed it. Safety glasses on, covers over the leather, Owen holding the lamp, me on the drill and in we went drilling the ignition barrel out. Now that is hardened steel and it takes a while. Swarf in the hair (his hair, I don't have any), ears, all over the car but out came the barrel. With all the vibration, 3 grub screw holes appeared in the column shroud...someone had filled them before painting it crackle black. Thanks.

Tony sent over a Fiat 124 Spider ignition barrel which was similar but after 4 hours on the kitchen table trying to align the two wiring diagrams I realised that the 124 and Espada barrels were sufficiently different that it was not going to work. So back went the barrel, the auction entry got cancelled and a second hand Espada barrel (at twice the price) was obtained from a Lambo breaker. It went in a treat and fired first time. All over.

The final irony was that the chap who had originally restored the Espada in the 90s had enquired about it (through Jeremy) before I had even put an auction entry in but because the progress was slow we had assumed it was not going to happen. Well blow me (I should find alternative terminology shouldn't I?) he came and saw it – said it was even better than when it left him and bought it. So it went to a great home and at times I do miss it.



I certainly have some memories though....

*Jones the Speed*

# ***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.

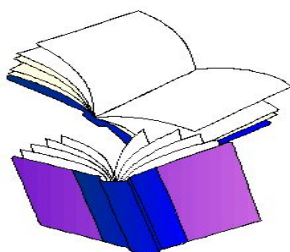
## **BPMC polo or sweatshirts**

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- [alanspencer@orange.net](mailto:alanspencer@orange.net) 01179 712587 Polo shirts £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.

**Help raise funds for Wiltshire Air Ambulance**



**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**



# Bristol Pegasus Fantasy Formula One 2016

## Results after Round 9 - Austria

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	679
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	676
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	674
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	566
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	561
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	556
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	539
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	529
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	525
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	505
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	488
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	483
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	445
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	438
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	430
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	422
Bob Bull	Bottas	Button	India	Rosso	Mercedes	414
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	388
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	388
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	379
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	366
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	364
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	355
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	352
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	352
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	290
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	276
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	253
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	226

## Editor's Month - Chateau Impney Düsseldorf Prescott





**Pegasus Motor Club**

**The 2016 Crumpled**

**Cup Autosolo**

**Rolls-Royce - Bristol**

**Sunday 4th September**

**We are pleased to announce we will again be running an Autosolo at Rolls-Royce in 2016**

**For those who have not entered one before an Autosolo is a set of timed 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 & entry details on club website**

# **CASTLE COMBE**

## **AUTUMN CLASSIC**

**1st Oct 2016**



**Legendary Cars**  
**Spectacular Racing**  
**Re-live the Golden Era of Motorsport!**

[WWW.CASTLECOMBEAUTUMNCLASSIC.CO.UK](http://WWW.CASTLECOMBEAUTUMNCLASSIC.CO.UK)

DAVID JAMES 2015

**We will again have a club stand at the Autumn Classic  
Contact Nick Wood to display a pre-1970 car or volunteer to  
help. More details in the coming soon.**



# **Bristol Pegasus Track & Tuition Day Castle Combe**



**Saturday 20th August 2016**

**SOLD OUT - Reserve List Started  
Our Annual Combe Track Day**

**BPMC member price held for the 6th year at £129.00**

This is your chance to drive your own car at Castle Combe

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
  - No extra charges for passengers
- Share tickets between two drivers or cars at no extra cost
- A true club day - run for the benefit of members not profit
  - All you need is a helmet and ordinary driving license
  - Sensible drivers with good on track driving standards

See club website [www.bristolpegasus.com](http://www.bristolpegasus.com) for entry details or contact Tim Murray if you require a printed entry form posted

**This event is always popular  
Now Sold Out - Reserve List Started**

## Deadline for Next Backfire: 23rd August 2016

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

Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)

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

## BPMC 2016 Events Calendar

Please Note updates shown **BOLD**

Month	Day	Date	Event	Location
Aug	Sat	20th	Track Day	<b>Entries Now Open</b>
<b>Aug</b>	<b>Sun</b>	<b>21st</b>	Sunday Treasure Hunt	Finishing at an old village pub, organised by Ralph Colmar
<b>Sep</b>	<b>Sun</b>	<b>4th</b>	<b>Autosolo</b>	<b>Rolls-Royce</b>
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 <b>Entries Now Open</b>
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

## Backfire



**Dr Robert Dyke 1905 White 'Whistling Billy' Chateau Impney**