

Backfire

Bristol Pegasus Motor Club Magazine



ACE Classic Tour participants prior to off from Brightside photo Andy Moss



July 2019

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Backfire

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

Editorial

June started with the ACE Classic Tour pictures for which made it into last month's issue. The fabulous route was set by Alan Spencer with a stop at the scenic Castle at Abergavenny and on my third attempt I finally made it to the finish. Unfortunately another commitment meant Sue and I could not stay for the closing ceremony but everyone seems to have enjoyed the day.

In the middle of the month I had an unexpected day free so took the opportunity to visit Shelsley Walsh for the first time, the Classic Nostalgia meeting did not disappoint with the South African rally spec 5 litre Chevy V8 powered Firenza driven by Mick Strafford being particularly raucous and spectacular.

The following day I dropped Madge's roof again for an even longer run up to Cadwell Park with Tim Murray for the Wolds Trophy meeting. This was Tim's first visit to the sinuous venue and only my third my last having been to attend a two day racing school in 1990. A few pics from Shelsley and Cadwell can be found in the back of this month's issue.

Madge now has a new brake pads all round and hopefully after the Evening Car Tour on July 15th they will be in good shape for a gentle thrashing round Castle Combe during our Trackday on August 17th, at the time of writing Trackday bookings are still being taken, details and booking forms are online on the <https://bristolpegasus.com/news/events-calendar/> webpage.

We will be convening at the Blackhorse Garage, Emersons Green for the Evening Car Tour, organised by Ben Bishop, at 7pm for a 7:30 start on Monday July 15th the event is free and I hope to see many of you there.

The following week, work permitting, I will be popping along to the Brightside car park at Aust Services on Sunday 21st July for our Summer Autosolo.

Plans are well in hand for our free to enter Summer Treasure Hunt on Sunday August 11th which will be starting from Chepstow Garden Centre, Pwllmeyric, Chepstow NP16 6LF on the A48 10am for 10:30 start. The route will take you on a 20 mile adventure through South Wales finishing where we started where lunch will be available.

Thanks to Pete Goodman for forwarding a report by Michael Davis on his first visit to Mallory Park,

Wishing you a safe month's motoring.

Ralph Colmar

Events Calendar

Monday 15th July Evening Car Tour



New route from Ben Bishop, gather from 7:00 for a 7:30 start at Blackhorse Garage, Emersons Green, BS16 7AN

Sunday 21st July Summer Auto Solo

We are glad to announce an additional Autosolo will be run in the Brightside Car Park, for full details and entry form see

<https://bristolpegasus.com/>



Sunday 11th August Summer Treasure Hunt



Free to enter meet at the Chepstow Garden Centre, Pwllmeyric, Chepstow NP16 6LF on the A48 10am for 10:30 start. Route will take you on a 20 mile adventure through South Wales finishing where we started where lunch will be available.

Saturday 17th August Castle Combe Track Day

Entries open all details are published on the club website where you can enter online :-
<https://bristolpegasus.com/news/events-calendar/>

**We only have around 10 places left !
Enter soon to avoid missing out**



Marshalls Wanted

Three Shires Stages Saturday Sept 7th



Cheltenham Motor Club is pleased to announce that the Three Shires Stages. Based at Eastnor Deer Park near Ledbury the event will also run on 5 closed public road stages within Gloucestershire, Herefordshire and Worcestershire.

We are inviting BPMC members to organise and run a stage on this ambitious and prestigious event. Contact Backfire editor Ralph to express your interest mark

your e-mail 'Three Shires Marshall' more details will be forwarded as they become available backfire@bristolpegasus.com.

Pegasus Sprint Saturday 19th October

If you would like to marshall on our annual sprint at Castle Combe please contact social secretary Nick Wood.

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

Aug 6th Paul Hausshauer Lotus & Clan, Sept 3rd Michael Oliver Lotus 49 & 72, Oct 1st Ian Phillips F1, Nov 5th Richard and Henry Williams on Williams Automobiles, Dec 3rd Steve Soper.

All BPMC members welcome.

Sparky's Diner Breakfast Meet Lydney



Lotus Seven Mk IV



Pilgrim



Ford Escort Mk1



Honda NSX



Chevrolet Camaro



Morris Minor



Rover SD1



'38 Ford

Photos Andy Moss

It's an uphill struggle

You can't drive that up there mate...

We have had 8 SUVs in 18 years...but I am not a big off roader. There is technique involved in off-roading and I don't pretend to have it. No doubt those trials chaps amongst us do have it.

When I bought my first 4WD, a Mercedes ML320, I was invited to an instruction day. I will never forget the sight of MLs in hill descent mode with front wheels rotating forwards and rears rotating backwards. Looked like witchcraft to me.

So I was pleasantly surprised to hear that the annual 'Kick Off' meeting at work, with invited colleagues from all around the world, would have a decent team building event. The previous January we were on a beach in Spain being taught how to do the HAKA complete with face paint and stances reminiscent of someone who had just filled their underpants. Not really my cup of tea. Anyway, this year it was to be a visit to the Morgan factory and...an off-road 'experience' with Land Rover. That's more like it.



The Land Rover Experience Centre is a very stylish set up - all coffee lounge, regalia and clean loos (I do like a clean loo...). Outside it was 'go and get in whichever one you want'. So I got in a Range Rover with a 4.4 Litre V8 Diesel. I did, for a moment, wonder whether any of its 'presence' would rub off on me and whether, upon climbing out, I would be able to cycle kick a ball into the back of the net. But it seems not and there must be more to being a soccer star than owning a Range Rover. Anyway...

Any colour like as long as...

The trail – well there are many, but the one I did – took about 45 mins to navigate. Lots of deep water smelling of pooh made it quite authentic, with seemingly impossible mounds and gradients which were dismissed like a kerb outside a

primary school. The electronics do it all so, really, I spent my time watching the on board cameras to make sure I did not kerb a wheel. Very impressive.

The instructor asked whether I had an SUV. Of course telling him I drove a Jeep went down really well. In our group, one colleague managed to hit a tree and rip some plastic off and another took a door mirror off. Could be worse.

Indeed the Range Rover is in a different league to my Jeep SRT for sophistication. The SRT's coil springs and enormous P Zeros would not have made such an easy job of the deep mud. But the RR does not have a 6.4 Litre Hemi or sound like a 60's muscle car. And the Jeep has pulled my 20ft trailer out of some shocking mud bogs.

Onwards to the Morgan factory on a bus that was quite wide for the narrow Worcestershire roads – I was waiting for the sound of heaving but we all made it.

A lovely place, the Morgan factory – I would imagine that many of the BPMC members have been there and it probably hasn't changed too much. Some of my foreign colleagues were quite enamoured. It really is like stepping back in time and very special.



It was a very intriguing mix of old and new – the paint shop looked pretty impressive when I peeked in, although the sight of loose fasteners lying in the bottom of half built chassis' was not going to pass my QA test. The highlight, though, was seeing a customer Aero 8 in Metallic Green with a Gold roof and bonnet. Yes I know it sounds a bit 'celebrity' but, trust me, it was fantastic. It burbled past and the BMW 4.8 V8 (sadly now out of production) did it for me.

Where next? Northampton Motorsport to do an initial set up on the Marcos 1800GT. Lloyd and I were out of the pit at 5am and on the road by 5:30am. On a Saturday morning. Why? Madness.

Multiple runs, lots of throttle linkage bother, a few re jetting attempts and, bingo, it was running well. Sounds pretty good at 7400rpm... A bit flat at lower rpm but terrific at the top.



Before....



and after...

All was going swimmingly and we were close to wrapping up – just a fiddle with the dizzy left to see if there was a bit more and...a nasty vibe so we shut it down. No noises, nothing went bang but there was a puddle and some debris. Gearbox trouble. Damn.

And, just to prove that there is no fool like an old fool...

Early one Saturday morning we headed off up to Bromsgrove to Paul Matty's Lotus emporium. It might as well be the Indian / Pakistan border it's so dangerous for me. Bought two cars there in the last 2 years. Why were we heading there? To try a naturally aspirated Exige with the 189bhp Toyota 2ZZ engine. It's a good motor. Very similar in concept to a Honda VTEC, designed by Yamaha with its high lift cam coming in at 6200rpm. Not much torque but who needs that?



Anyway we poured over it and I took it for a buzz up the road. The thing that I have realised is that all this series of Lotus, from Elise S1 to Exige S3 V6, are brilliant in their own right. All with a slightly different flavour but, really, none 'better' than the other. This S2 Exige went well – not much quicker than Lloyd's standard 141bhp 1ZZ powered Elise up to 6K but then, with the second cam profile in action, it took off like a rocket and made a sort of 70's F3 noise.

So why a fool? Well as we returned from the drive, the lovely Kate, Paul's 'right hand man' in sales, said "don't leave the keys in, bring them with you". So in the pocket they went. Much chatting and tea drinking later, I handed 'them' back to her and she popped 'them' back in the key box.

15 mins later we fancied another look at it so we asked for the keys and Kate handed them to me. But when we got to the car the central locking wouldn't work.

Odd, I thought. Try the slave key in the petrol cap to avoid setting off the alarm and ...it didn't fit.

Oh well. We ended up back with Kate and handed her the keys.

I said "very odd, they didn't fit. Wrong keys". She looked stunned. I sense she is a highly organised person and my comment 'did not compute'.

Off down the A38 and M5 and, stood there in Strensham Services' khazi admiring the 'Fart Pants' advert, for some reason, I checked my pocket and out came a set of Lotus keys with an unusual green tag. Aye? Oh it's got the reg. on it...and that's not the reg. of Lloyd's car. These are not his spare keys. Oh 'bother', they are the Exige S2 keys.

Out I went and told Lloyd. To which he said "so that's why Kate was confused with the Stratstone key fob on the keys we handed back as 'her keys'. Those were our spare keys you plonker..."

So a trip back to Bromsgrove to swap keys, a proper piss take from Paul and we headed home.

That was the end of a silly day except for the baby duck that decided to walk across in front of the Elise on the M50. Anyway, a bit of Loctite later and the broken number plate was back together. Not sure about the duck...

Jones the Speed

Answer to Phil's Backfire Challenge

And the mystery engine last month was...drum roll... a Fiat Twin Cam, sporting some 'old school' cam covers (nicely done). In a 1937 Fiat Topolino that was originally 748cc. Bonkers. And utterly fabulous.



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

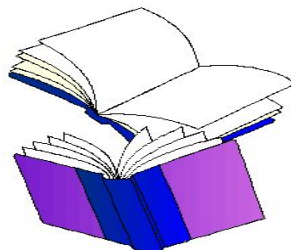
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.

PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !

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**

Mallory Park IAM Track Skills Day

I had arranged to go to Mallory Park with Pete Goodman and we made a lads outing of it. Rather than just drive up the motorway Pete suggested we go up the Fosse Way - bit more scenic and a better driver's route.

We set off at 10.00am on a damp Tuesday; Pete in his MX5 and me in my Ford Focus Ecoboost. Pete had the satnav so he was the lead car. It worked to my advantage because it's not every day you get to follow a driver of his ability!

We got to our first stop The National Space Centre in a very wet Leicester. After lunch (with loads of noisy kids) we spent the afternoon looking at rockets, space capsules and space tools, before watching a Planetarium show about the solar system; it's quite spectacular but not best placed in the middle of Leicester!

We then drove to a B & B just outside of Lutterworth where our helpful landlady recommended a pub for our evening meal. We weren't disappointed and went back to our B&B to get ready for Mallory Park in the morning.

Arriving at Mallory Park is very different from any other race circuit I've been to. You drive through the village, turn left and there at the end of a road of houses are the gates to the circuit. We registered - it was still raining... Food was on the go, and never being one to miss out, I ordered what was listed on the menu as a bacon cob. Er no not exactly! Imagine decently well-cooked rashers of bacon in a soggy burger bun!

We then attended a safety briefing where we were informed not to exceed 90mph! With discretion no more than 100mph! Then we were told about the flags yellow, red, black, green and one that was a lovely red and yellow check. I was hoping as I walked away from the briefing that I wouldn't see any.

Then we met our instructors; we were told one instructor per two drivers, my instructor named Brent called my name and said "it's your lucky day, it's just you and me". Brent had been a tester for BMW plus he had put together Sierra Cosworths for the BTCC championships and the list went on. I thought, if I'm going to learn anything today this is the man to have in a car with you.

After giving my Focus the once over he said ok let's go. The first thing that greets you is a very long bend called Gerard's, there I was in second gear with about 5500 revs thinking when does it end?!

Then it was a quick right into a bus stop chicane, out of that down a straight, then a left into another chicane, out of that and now you're going uphill through the Esses into a very tight right hand (Shaws) hairpin bend leading on to a quick left, right, left known as the Devils Elbow.

After that down on to the start finish 'straight', half way along there was a chicane of cones to slow us down (We nicknamed these Cronin's Cones as instructor Shaun Cronin had added them – we spent most of the morning trying to shift them out of the way!) before reaching Gerard's again.

All the time I was getting advice from Brent; after 5 laps we came off for a debriefing and then went out again. After my third set of 5 laps and still not getting the Devils Elbow quite right, when we pulled into the pits again Brent said very politely "We'll go out in my car so I can show you what you need to improve on"!

His car was a Fiat 500 Abarth and boy does that little thing go! He wasn't holding anything back and his years of experience showed. Three laps later we were back in the pits having another debriefing before I went back out in the Focus, after this he was much happier with my driving.

Next time out I was giving it some 'wellie' - all was going well until the exit out of the Devils Elbow; I entered it a bit too fast and it wasn't pretty - I was miffed !

Brent brought me back in, and he suggested we go out in his car again. I didn't spot, at first, that he was in the passenger seat! I got in the driver's seat of the Fiat, he gave me the keys and just said let's go.

I thought it's Christmas come early, the car has a throaty exhaust note and it felt lively. I did a few laps and Brent was enjoying every minute of it - all I heard him say was "that's right keep going don't slow" and when we came in he said "Well done, you nailed all the apexes and drove very well". The only Fiat 500 I had driven prior to that is my wife's bog standard version.

Back in my Focus again as I'm going round Gerard's, all I can hear above the engine at 5500 in third is Brent saying "keep it balanced with the gas". As Gerard's ended I popped down to second and I exited the bus stop chicane to see that I am gaining on a Kia further ahead on my left. Just as I'm about to pass it, a Porsche cuts in front and I back off to watch the Porsche hit the brakes hard as he wasn't expecting the Kia to start moving across.

On the second lap of the next session, as we were approaching the Esses, in the distance a Jaguar saloon got it wrong, spun and went backwards into the barriers just before the hairpin bend. The red flags came out and the Jaguar drove slowly back to the pits - that was his day spoiled.

I left it there feeling quite pleased with myself. Pete came over and joined us for a chat and he was interested in how I got on. He was a bit surprised that I had an instructor all to myself plus that I'd been allowed to drive his car but I wasn't complaining as I had got almost 2 sessions for the price of one!

We headed off for lunch at the Triumph motorcycle factory visitor centre (another Pete suggestion as he owns one!), then set off home back down the Fosse.

Thanks to all concerned for organising a great day, don't pass up the opportunity to do a track skills day, it's fun and you learn a lot, now when's the next one..?

Michael Davis

2019 Clubmans Championship

Position	Name	Total	No of events	Organised or marshalled?
1	Chris Thompson	18.08	4	No
2	Alan Spencer	15.75	4	No
3	Tom Thompson	10.70	4	No
4	Ben Bishop	10.25	2	No
5	Philip Turner	9.08	2	No
6	Martin Emsley	7.75	2	No
7	Shaun West	7.25	2	No
8	June Seville	6.75	3	No
9	Sam Thompson	6.17	2	No
10	Mark Hoppé	6.00	2	No

Compiled by Tim Murray

Automated Membership System

We have introduced a new automated membership system. A link has been added to the Bristol Pegasus website.

The new system will help to ensure our details are correct and allow you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.

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

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

Bristol Pegasus Fantasy F1 - 2019

Positions after Monaco GP

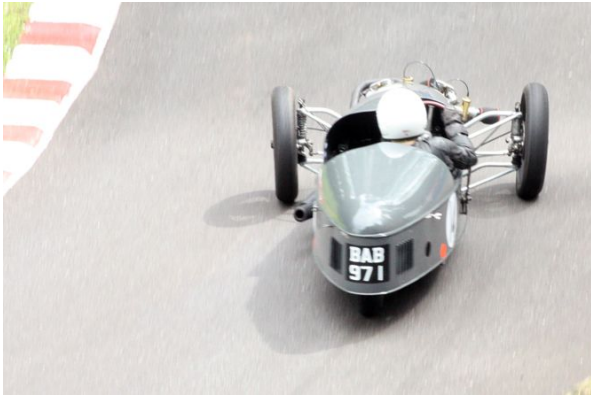
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Katie Davies	Hülkenberg	Räikkönen	Alfa Romeo	Mercedes	Red Bull	344
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	327
Simon Moss	Grosjean	Leclerc	Red Bull	Alfa Romeo	Mercedes	311
Ben Cox	Grosjean	Räikkönen	Alfa Romeo	Ferrari	Mercedes	296
Richard Ibrahim	Albon	Grosjean	Alfa Romeo	Ferrari	Mercedes	295
Donny Allen	Räikkönen	Sainz	Racing Point	Red Bull	Mercedes	292
Helen Davies	Hamilton	Räikkönen	Alfa Romeo	Red Bull	Haas	281
Sharon Reynolds	Hülkenberg	Stroll	Racing Point	Red Bull	Mercedes	281
Richard Reynolds	Räikkönen	Verstappen	Renault	Red Bull	McLaren	255
Martyn Davies	Leclerc	Räikkönen	Alfa Romeo	Ferrari	Alfa Romeo	254
Tim Murray	Verstappen	Stroll	Alfa Romeo	Ferrari	Toro Rosso	252
Martin Emsley	Verstappen	Leclerc	Alfa Romeo	Toro Rosso	Ferrari	249
Liz Ibrahim	Räikkönen	Ricciardo	Haas	Red Bull	Ferrari	242
Helena Sarsted	Ricciardo	Vettel	Alfa Romeo	Red Bull	Toro Rosso	241
Alyson Marsden	Kubica	Vettel	Ferrari	Williams	Alfa Romeo	238
Tim Cosh	Ricciardo	Sainz	Red Bull	McLaren	McLaren	236
Robert Bull	Hamilton	Norris	Toro Rosso	Williams	Ferrari	235
Audrey King	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	232
Mike Marsden	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	232
Sam Thompson	Leclerc	Magnussen	Alfa Romeo	Ferrari	Renault	230
Ralph Colmar	Hülkenberg	Norris	McLaren	Renault	Alfa Romeo	219
Chris Bennett	Verstappen	Ricciardo	Red Bull	Renault	Alfa Romeo	217
Mal Allen	Norris	Ricciardo	Hass	Red Bull	Ferrari	216
Alison Bennett	Hamilton	Leclerc	Alfa Romeo	Williams	Renault	214
Rachel Stevens	Hamilton	Sainz	Alfa Romeo	Racing Point	Haas	198
Andrew Moss	Räikkönen	Ricciardo	Ferrari	Haas	McLaren	191
Claire Hazlehurst	Räikkönen	Verstappen	Haas	Renault	Ferrari	191
Abi Reynolds	Grosjean	Hamilton	McLaren	Renault	Alfa Romeo	190
Chris Thompson	Hamilton	Räikkönen	Haas	Renault	Alfa Romeo	187
Tom Thompson	Grosjean	Leclerc	McLaren	Renault	Ferrari	173

Compiled By Tim Murray

F1 Calendar

9	Austrian	Red Bull Ring	30-Jun
10	British	Silverstone	14-Jul
11	German	Hockenheim	28-Jul
12	Hungarian	Hungaroring	04-Aug
13	Belgian	Spa	01-Sep
14	Italian	Monza	08-Sep
15	Singapore	Marina Bay	22-Sep
16	Russian	Sochi	29-Sep
17	Japanese	Suzuka	13-Oct
18	Mexican	Mexico City	27-Oct
19	United States	Austin, Texas	03-Nov
20	Brazilian	São Paulo	17-Nov
21	Abu Dhabi	Marina Circuit	01-Dec

Classic Nostalgia Shelsley Walsh



Bill Tuer Morgan JAP



Simon Taylor HWM Stovebolt Special



Carole Nicolls Nike FF



Kim Johnson MG Midget



Mick Strafford Chevrolet Firenza CAN AM



Fyrth Cross Ensign LNF3



Richard Brown Mallock Mk17 FTD



Nigel Elliot Triumph TR7 V8 3rd FTD

Wolds Trophy Cadwell Park



Jeremy Clark Elan S4 1st 70's Road Sports



Clive Wood Mallock Mk20B 1st Clubmans



Jon Milicevc Brabham BT21B 1st F3



Shaun Balfe Lotus Cortina 1st Saloons



Daniel Pyett Techno F2 1st Racing Cars



Cam Jackson Winkelmann WDF2 1st FF



Kevin Kivlochen Cobra 1st Road Sports



Jason Redding Reynard SF79 1st FF2000

Barbara Carter Memorial Rally 30th Nov / Dec



BPMC members are invited to enter or marshal this event ffi :-

<https://fb.me/BarbaraCarterMemorialRally>

or contact CoC Daniel Pidgeon Daniel@britishroadrallying.com

Evening Car Tour




New route from Ben Bishop.

Gather from 7:00 for a 7:30 start at :-

Blackhorse Garage, Emersons Green, BS16 7AN

Monday 15th July



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Backfire Bits

It is scary how quickly Backfire comes around each month - another month of the summer gone but at least the weather is starting to improve a little. This month I have actually driven one of the cars ! I caught the train from Patchway to Lydney on a pleasant summers evening to pick the Westfield up from Nick who I owe thanks for looking after it in his garage, getting it MOT'd and polishing it. My journey back was very pleasant until I arrived in Chepstow to find the old bridge closed. This meant a long detour over the new bridge and an end to my plan to have a nice run through the lanes on the other side. During the journey along the motorway I had time to reflect on the fact that this was the first serious journey the car had done in about 18 months and it had only been on the short journey to the MOT station following me having the steering column out. I should really have more faith in my spannering as everything was fine on the way back :-)

The next day I took it to out to Alveston to display it a fete which had a small car show, then drove back over the bridge to Lydney for the Sparky's diner breakfast meet. This was a nice run and this time I got to come back along the M48. This was a really good meet - Nice to see Phil Jones with his Lotus and Dave Garnett in his superb Honda NSX, along with quite a few other Pegasus members.



Progress has been made on the Marlin this month. Replacing the suspension upright has involved a fair amount of work - the brake caliper, disc and hub has to come off first before removing the upright itself. The new upright needed cleaning up and painting, before replacing the lower trunnion and the upper ball joint - no point using old parts when you have done the work to take it to bits. The modified steering arm was removed from the old upright - this was hard to get out despite it all being rebuilt relatively recently. I will initially try re-fitting this one hopefully it is straight - if I need to swap to standard ones I will have to strip the other side down to get the arm off which I would prefer to avoid ! I am now at the point that I can check everything over and take it off the axle stands - the moment of truth where we find out if this has sorted things Then it will be a case of bleeding the brakes and checking it all over.



ORGANISED BY

**BRISTOL PEGASUS
MOTOR CLUB**

IN AID OF

St Peter's Hospice



SUNDAY 15th SEPTEMBER 2019
Open to Classic, Sports and Kit Cars

Start and Finish at Castle Combe Circuit, Chippenham, Wiltshire

<https://bristolpegasus.com/classictour>

BPMC 2019 Events Calendar

Date	Event	Location
Mon 15th July	Evening Car Tour	7pm Blackhorse Garage, BS16 7AN
Sun 21st July	Summer Autosolo	Brightside Car Park Aust
Sun 11th Aug	Summer Treasure Hunt	10am Chepstow Gdn Ctr NP16 6LF
Sat 17th Aug	Track Day	Castle Combe
Sun 8th Sept	Autumn Autosolo	Rolls Royce Filton
Mon 9th Sep	Club Night	BAWA
Sun 15th Sept	Pegasus Charity Tour	Castle Combe
Mon 14th Oct	Club Night	BAWA
Sat 19th Oct	Pegasus Sprint	Castle Combe
Mon 11th Nov	Club Night	BAWA
Mon 9th Dec	AGM Buffet & Prizegiving	BAWA 8pm
Sun 29th Dec	Autosolo	Brightside Aust Svcs

Backfire



Bob Bullen severely dented the back of his Anglia and lost his boot lid in the first HSCC/HRSR Historic Touring Car Championship race at Cadwell Park, but that did not stop him charging into an unassailable lead in the second race.