

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Mal Allen and Mike Forward, FIAT 128 3P, taking part in a 1980 Gymkhana  
Photo Courtesy Mal & Donny Allen**



**May 2020**

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**We are 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**

## Nick's Natter



Hi guys

Well here we are again. Hope you are all well and keeping yourselves amused. I have to confess I'm getting a little stir crazy. Fortunately we are lucky to have some lovely walks around here so I'm getting plenty of exercise.

I don't know about you but I'm really missing my motorsport but I have found some amazing stuff on the Internet. I have shared some of it on Facebook. I hope you spotted Ian Hall in one. He was the driver with the haircut!

I have especially enjoyed watching some old Colerne footage of me in my old alfasud (affectionately known as Annie) it brought back lots of happy memories. Maybe one day we will find another venue as good as that, even setting up the course beforehand was fun.

There's even car stuff on Amazon Prime and Netflix, lots of old motorsport footage which I never would've found under normal circumstances.

Below is a picture of me and my Thunderbird at Shaky, yet another happy memory. Let's hope we can all start making more memories very soon.



## Editorial

Greetings from Backfire towers where I have been keeping myself, well exercised, read, entertained and rested.

Since I last wrote I have reread Alan Henry's biography on Ronnie Peterson, The 'Great Cars and Racing Drivers' by Charles Fox and for the first time read 'Jenks A passion for motorsport'.

Fittingly or otherwise the last coincided with the announcement of the death of his great friend Sir Stirling Moss.

I struggled with 'The Light Car a technical history' by CF Cauter published by HMSO, my little grey cells no longer being the sponge for detail it once was, but I am looking forward to reading 'Niki Lauda, His Competition History' by John Saltinstall with, whom I recently became acquainted next.

I have managed to do a little tinkering on Madge but this has been slowed somewhat after I managed to inflict some non serious light burns on the back both hands, so light it took a week before I went seek medical help, fortunately I have since made a full recovery.

It is with great sadness I have to report the passing member of Bill Farrow, I am sure you will all join me in offering his family and many friends in the club and beyond, sincerest condolences.

My thanks to everyone who has taken the time to contribute to this month's issue, The Allens, Phil Jones, Dave Cooper, Chris Davies, Mike Kason, Andy Moss and Richard Reynolds.

Wishing you all a safe lockdown.

**Ralph Colmar**

## Events Calendar

Following government guidelines all our competitive events are cancelled until at least the end of June we are hoping our earliest club event might be :-

### Sunday 28th June - Breakfast Meet - Sparky's Diner Lydney



A48 between Aylburton and Lydney GL15 6BU. 9.30 to 12 noon - Food & coffee served from 10:00. Very large car-park. Old, exotic, American, classic, vintage; all your treasured wheels will be very welcome. Info : [nickswood@hotmail.com](mailto:nickswood@hotmail.com)

### Saturday 22nd August - Track Day and 75th Anniversary

Entries for our Castle Combe Track Day are now open, but no need to pay just yet. This will also be our 75th Anniversary Celebration.

<https://bristolpegasus.com/castle-combe-track-and-tuition-day/>

### Sunday 20th September - ACE Car Tour

Our 2020 ACE Car Tour has been rearranged for Sunday the 20th of September. We will accept entries online, but not ask for payment until the event is confirmed. All we ask is for you to let us know if you decide to cancel your entry. As always every penny of your entry fee for this event will go to charity.

<https://bristolpegasus.com/online-entry-forms/ace-classic-tour-2020/>

## 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. Following government guidelines all our events are cancelled until at least the end of June.

### Frenchay Vintage and Classic Vehicle Show

To be held on Saturday 11 July 2020 in conjunction with the hugely popular Frenchay Flower Show and for the first time in a dedicated display area adjacent to the main show ground.

<https://www.frenchayflowershow.com/frenchay-vintage-and-classic-vehicle-show>

## It's an uphill struggle

### *The sort of voluntary work I like...*

The Pegasus Sprint in October has brought mixed memories. The marshalling has always gone well. The driving, well...

Last October was a case in point. The Marcos 1800GT was a week away from getting back on the rollers (that's a spot of poor planning, Gromit Lad) so we didn't enter it. Both Lloyd and I were suffering withdrawal symptoms from competing so little in 2019. But, on the day, the sun shone and I had a cracking day in the company of Neil – as I did the previous year. The only downside being that Carol was not able to join us and she was sorely missed.

Lloyd and Owen sweated it all day holding cars on the start-line – it's not like a hill-climb where you would have a hand chock. But Neil and I had a relatively uneventful time after Tower in the morning and before the Esses in the afternoon.

Uneventful if you ignore the fact that we were shot at multiple times. Shot at? Well many of us had to deal with errant Pheasant strolling over the track and, at one moment, we seemed inundated. There was a shoot going on in the next field and the birds 'ad it about their toes Guv'. We heard what sounded like the clatter of stones against the Perspex side of Post 11. We then realised that the 'stones' were not stones at all and they hit the post shortly after each gun shot. So we made sure we stood 'the right side' to avoid ending up in a pie.



*You too can be a head gear model...*

This pic depicts us sat on my little tri-angular pop up stools. Terry was concerned that a corner would end up one of our Jacksies and offered to turn us a new ring piece as an 'end of day' repair. Fortunately not needed...

It was fascinating to see the various cars entering the chicanes. TR6s sit quite hard and wind up under acceleration only to spring back up suddenly as the power

comes off – quite odd to watch. They make a lovely noise. MX5s tend to ‘bob’ quite a lot at the back as if their wheel bases are short (not really) or have mismatched front and rear spring rates but they really do go well. The ‘electronics’ cars are quite bewitching with brake lights strobing and various aides stepping in at the appropriate moment. I could have done with those a few times in the past. Might have saved the odd repair bill. The Lotus Elise / Exige variants always proved undramatic – perhaps a little bland to watch – but clearly with a chassis competence above most road cars. The Porsche 996 Turbos looked heavy but with huge traction and a fair bit of TC, just very quick. On the other hand the Evos looked a lot more nimble. I used to have an Evo X road car and never felt that I needed to do much other than stare out the screen. They are incredibly competent, if, to my mind at least, a little uninvolving. It was a great car but, strangely, I don’t miss it. How very odd.

All said though, I enjoy the old school feel of no ABS, TC, stability control, power steering or servo brakes. In fact, not much at all. It may be slower but it gets me out of bed in the morning.

Food management was another interesting aspect of the day. I know that, after a few glasses of ‘Vino de Collapso’ the night before, my early morning bacon roll will not stay long in captivity. Jolly awkward when you are out on a post with only a tree or 6ft tall corn to come to your rescue. So this time it was a strategic 06:30am stop at Greggs, near my home, washed down with a latte and a good 50mins for things to percolate. It worked a treat. I was first through the door at Greggs and the lovely manageress, just laying down a clean front door mat at the time, said...

“Ang on Babes, just ‘gor’oo wash my ‘ands and I’ll get you a bacon rowel my lovely”. Nice way to start the day I say.

When you take a day off work it’s probably meant to be a restful break from the hustle and bustle. I have still not got that bit right.

Up at 05:30 Saturday and off to Northampton Motorsport with Lloyd. Time to get the Marcos’ carbs sorted.



It was a good result. The smaller jets seemed to fill in the ‘Cheddar Gorge’ dip between 3 and 4.5K and lost just 5bhp at the top. It was trade-off I was happy with. Let’s hope it translates on the track in 2020. If we ever see a track in 2020...

Bed for a few hours and then back on the road at 06:30 Sunday to go to Manchester in the Exige. This time Owen and I were off to view another small, fibreglass sports car that I didn’t need nor had room for. So a good idea then.



This TVR 1600M was a rare beast – only 148 made. That does not really translate into high values though, as the rarity was more due to it being less popular ‘back in the day’ than the 2500M and 3000M. Still, it’s a nimble little thing and, like the Marcos

1600 with the same Kent motor, it’s a nice package. The seller was a decent bloke and a fiddler. A run round the block confirmed it to be basically sound but a bit tatty. Some (very) heavy breathing – the car not Jonsey – lumpy Weber 40s, dodgy paint and trim meant that we decided to leave it there. At the right price it was the right project but his vision of its value was different to ours.

A near miss then. We experience quite a lot of them here.

### ***Jones the Speed***

Another little rear end teaser (Matron). What are these lovely pipes sticking out the back of, dear readers?



**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.

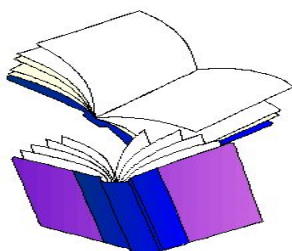
## **BPMC polo or sweatshirts**

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **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.

**Help raise funds for Wiltshire Air Ambulance**

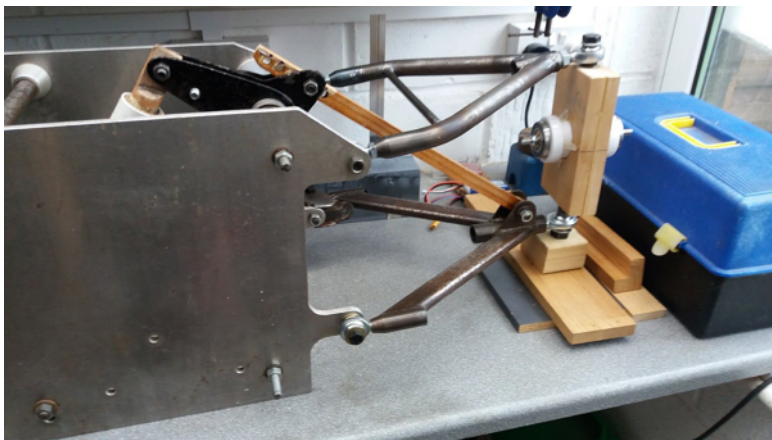


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and use the Amazon link to buy books, CD's /DVD's**

## X2s Sportscar project

In the next village is a fully equipped, CNC machine shop that does work for the Honda F1 engine. (They can work to an accuracy of 6 microns !). So, I debated whether to learn CAD so as to give them the necessary files to work with. The owner quickly reassured me that a 'traditional' drawing would be fine. As this is how Adrian Newey (Red Bull) works them, that's good enough for me.

Having spent large chunks of my life making models, I like to see how things shape up in 3 dimensions. I know modern CAD, FEA and CFD are all very clever on the computer, but, I just like the feel of models and modelling materials... (even though I've done all the project's vehicle dynamics in an Excel Workbook !).



Having had a nasty rebuttal from SKF, I went to an aerospace company in China (actually Shanghai) for the wheel bearings. This became the starting point for the upright design – see photo. They sent me four very nice 'deep-groove' bearings for less than \$50 dollars including shipping.

Then up to the local blacksmiths, and I came back with a variety of UNF nuts, bolts and washers. Found some nice oak pieces which I then doubled up to make the upright pattern. I then went back to the machine shop to talk through possible designs with the boss (I took some dimensioned sketches with me). Having settled on a design approach for the front uprights, I then made these in wood, plastic and metal.

I already had a working pattern for the lower wishbone, and got a local contact to form and weld up some tubing for the upper wishbones. This contact led me to a very cheap supply of rod-ends – not of a quality for track-work, but, fine for bench testing /trial build.

I then made a wooden strut to act as a rocker pushrod and a 'dummy' damper out of broom-stick handle and some left over plastic waste pipe. Some high compaction foam fitted nicely inside the damper to give a resistive effect. With this lot assembled, and the damper shaft calibrated for compression, I was able to check wheel-to-damper motion ratios, damper stroke and suspension rising-rate curves. All worked out nicely apart from a bit of 'necking' on some of the rod-ends where I

didn't have enough of the correct spacers to go around. In the photos attached, you can see the rocker pushrod at hole no. 2 which gives static ride height for the car at 45mm.

With 4-way adjustable dampers being quite expensive, (Penske's are around \$3,500 per corner !), I think I've worked out a way of doing it at much less cost....by using a double damper set-up, one valved for bump /rebound adjustment and the other for high and low speed adjustment, we've designed in enough space to package these in between the two front bulkheads and bell-cranks. I've not tested this yet as it means setting up fluid reservoirs for both dampers, but, I have a few ideas.

Next is the steering system. I'm using a Lotus Elise rack giving 2 turns lock-to-lock. So now I have to make-up some steering arms for the uprights that are adjustable to remove any bump-steer. (Calculations here get you quite close but the final set-up is best done on the car). If you've ever wondered how king-pin inclination, scrub radius, camber, caster, toe and Ackermann interact then a rig like this is invaluable to see it before your very eyes. The beauty is that you can just change one thing at a time and see the effect it's having on the (imaginary) tyre contact patch. You don't have to do it in metal, of course, a balsa wood and card model will give the general idea....(or, you could just splash out and do everything in 3D CAD !).

The photos show the 'Mark 1' upright which just sets up vertical reference planes (ie no KPI etc). Mark 2 is now in progress and attempts to correct the 'run-out' in the live spindles plus, the addition of steering arms and linkages. The dummy damper is now fitted with a slave fluid actuator (not shown) and when plumbed-in will be used for some high /low speed flow control tests...



If anyone can help with any of the following :-

1. Bench-top Metal-working lathe, max overall length 4 feet. Distance between centres 2 to 3 feet. Swing over bed 7-9".
2. Free-standing sturdy Mill-Drill. Table traverse up to 12" either side of centre.

Ideally, both with the same spindle tapers - Morse, R8 etc.

Please get in touch, TIA :- [dave32cooperATgmail.com](mailto:dave32cooperATgmail.com)

**Dave Cooper**

## Coupe de Grace

It's the late eighties; 8.15am and I will be late for work if I don't get a move on. But as I open the door of my gorgeous coupe and settle into the bucket seat I reflect that exercising the 1600cc ,twin-cam motor, swishing through the 5 speed gearbox and prudently applying the 4-wheel disc brakes will be an absolute pleasure – and, coincidentally, I will make it to work on time...

Turn the ignition key, delight in the thrum of the Lampredi motor, check the Veglia gauges on the machine-turned dash, select first...Try to select first – again, again. Oh hell! Open bonnet, clutch cable intact, what the -?

It's the curse of the Fiat 124 coupe – rust! The clutch cable has pulled clean out a metal section from the bulkhead – better ring work!

I first saw the 1972 dark blue BC coupe when the seller, a widow in Lyme Regis, rolled it out of her garage and, as you do, I knew before it had fully emerged that I must buy it. She and her husband owned the car in Africa and it came complete with beefy sump-guard, sun-bleached red seats and reddish dust in odd corners. Standing on its Cromodora rims with baby hubcaps it spelt Italian elegance.

Thus began a love/hate relationship that brought great highs and depressing lows over about 4years – at some financial cost. A high was accompanying the Fiat Twin Cam register to a Goodwood track-day organized by the Alfa O.C. There I was free to fully enjoy the excellent dynamic qualities of a design which I infinitely prefer to the Alfa 105 series. Basically the car went superbly, a magic day.

But, the lows...Head gasket problems, despite skimming the head, seemed to be a part of ownership. And the carbs! Bystanders admiring the beauty of the BC Twin Cam were mightily impressed by the twin Solex downdraughts (one choke per cylinder) which resemble Webber IDAs. They might also have been riveted by our attempts to quench a fire in the carbs in an Exeter car park. Frustrated by poor running and a hunch that the car was too rich I foolishly left off the giant air-cleaner. The up-side was that the omission allowed my wife to pour top-quality orange juice down the carb intakes; fire out, days of cleansing begin!

A basic love of the way the car performed on good days persuaded me to overlook the signs of corrosion breaking out in odd places, despite the Fiat having come from a dry climate. Friends nodded, said "Fiats –" in a knowing way and muttered "Imported Russian metal". I should have paid more attention.

Checking the oil one day I did a double take; surely the engine was somehow lower? Dropping to my knees indicated that the Coupe had not finally beaten me but that the tower(s) holding the engine mounts had collapsed (rust!) and the engine was simply sitting on the cross member. Suffice it to say that I actually signed up to a welding evening class; but when a rumour circulated that contact-lens wearers could end up welding said lenses to their eyes I withdrew. As if to emphasise the drug-like dangers of the 124 Coupe I went on to own two more!

The '74CC I acquired had been an 1800 but when a pal totaled his Miraffiori Sport he transplanted the 2000cc engine and close-ratio box to the somewhat edgy light green coupe. Immediately after persuading me to respray it totally black (bumpers/grille/window surrounds etc) he turned to a new project. The car was irresistible, I bought it. It was very quick, the gearbox was a joy and, as my wife attested, it looked dreadful (=mean and purposeful). Wow, immense fun, and believe it or not, no gasket problems, no corrosion issues and an end to the slightly effete elegance of the BC.

Inevitably it was just too enjoyable; I wrapped it up on a sharp right-hander. Even then it was kind to me, perhaps making up for the tribulations imposed by its predecessor. It landed on its roof but I was able to crawl out totally unscathed.

There was another '76 CC but I (wisely) sold that for restoration; again it seemed rust free compared to the '72 BC, I wonder why. Answers on a postcard...

The end of this Fiat lunacy was the purchase in 1992 of a 2 litre Argenta. (You will probably need to Google that one!). Basically a slabbed-up 132 it was immensely comfortable, went well (even around Combe) and served as a competent family saloon. You know how this ends; the cambelt went, my ex-wife who had borrowed it tried to restart it and turned the Twin Cam innards into metal-shavings. I did re-engine it and sold it; never seen one since!



FIAT 124 Sport Coupe Ad



Taking my Argenta around Castle Combe

## Sir Stirling Moss Tribute

It is with great sadness that we learned of the passing of Sir Stirling Moss at the beginning of the month, rather than write a full obituary, of which there have quite rightly been many, I thought I'd write a tribute based on memories of seeing him in action and marveling at some of the many cars he drove.

While I was learning English, in Cyprus during the mid sixties, Stirling Moss had already retired from motor racing but his name had entered the cultural lexicon and my vocabulary, meaning 'speeding driver', despite the fact I had no idea who he was until I returned to England in the late sixties.



In 1980 it was announced that Stirling was making a return to the sport at the wheel of an Audi 80 as team mate to Martin Brundle in the British Saloon Car Championship. I saw him race for the first time at Brands Hatch in one of the support races for the British Grand Prix. For two years he persevered with the Audi, sadly his efforts were not generally regarded as a great success.

After a racing debut in his father's BMW 328, Stirling started to make a career in motor racing, like many of his contemporaries, racing motorcycle engined Cooper Formula 3 cars, his first purchased with a deposit earned from horse riding. In 1951 Stirling briefly became a director of Kieft, CK52 pictured, before deciding that Cooper still made better F3 cars and resigning his post.



By this time Stirling was a works driver for Jaguar, he took the start of the 1952 Mille Miglia with Norman Dewis beside him in XKC 003 newly fitted with disc brakes. They retired from that event but a couple of weeks later Moss drove XKC 005 to victory in the Grand Prix at Rheims to record the first victory for a car fitted with disc brakes. Sir Stirling and Norman are seen sat in XKC 005 at Goodwood.

With no competitive British car available in 1954 Stirling raced a Maserati 250F which he ran with his trusty mechanic Alf Francis. He immediately started winning non championship F1 events with the car including the 1954 Gold Cup at Oulton Park. Pictured is chassis 2515 with which Stirling won a second Gold Cup in 1955.



Despite recording only a single 3rd place finish in the 1954 Championship season, in Belgium, his regular top 3 qualifying performances, non championship wins and sportscar results were enough to persuade Mercedes to give Stirling a regular Formula 1 and sportscar contract to drive alongside, by then 2 time, world champion, Juan Manuel Fangio.



For my money, though not for Stirling's, his greatest drive was on May 1st 1955 when he left the Mille Miglia start ramp in Brescia with the apparently fearless Denis Jenkinson navigating at 7:22 am and arrived at the finish back in Brescia 10 hours 7 mins and 48 secs later having covered 992 miles, including 2 fuel stops, 2 altercations with straw bales and a spin into a ditch at an record average speed of 99 mph.

Stirling claimed his first championship F1 win in the 1955 British GP at Aintree and finished the season second to Fangio in the Drivers championship. Fangio then driving for Ferrari and Maserati mounted Moss finished in the same order in the 1956 drivers championship and then for a third time in 1957 with Fangio now at Maserati and Moss driving for Vanwall.

In 1957 MG invited Stirling to drive the supercharged MG EX181 at Bonneville between the German and Italian Grand Prix. He set a new class F up to 1500 cc record of just over 245 mph for the flying kilometer and mile, to become the world's fastest MG driver, a title he held for two years before Phil Hill was employed to drive the same car with a slightly larger engine to take the class E up to 2 litre record to a smidgen over 254 mph.



During 1958 Fangio retired from F1 but his place as Champion was taken by Ferrari



driver Mike Hawthorn who won a single race in 1958 compared to the 4 wins for Moss which included the first F1 victory for Cooper which was also the first championship F1 victory for a car with a mid mounted engine. His three other 1958 victories were at the helm of Vanwalls. Incredibly it was Moss who sportingly got Mike's disqualification from 2nd place in Portugal reversed by speaking up for his rival !

1959 saw Stirling once again in a championship winning car, a Cooper T51 for Rob Walker, but it was the works Cooper driver Jack Brabham who won the drivers championship from Tony Brooks driving for Ferrari with Stirling 3rd.

For 1960 Stirling stayed with Rob Walker swapping his Cooper for a Lotus 18 after the opening race and he scored Lotus first championship F1 win on his debut in the car at Monaco. He also won the season finale USGP, and again finished third in the championship, after missing three rounds due to broken legs and vertebrae sustained in an accident during practice for the Belgian GP. While recovering Rob Walker took delivery of this Ferrari 250 GT SWB Competizione chassis 2119GT and Stirling drove it to victory in the 1960 Tourist Trophy at Goodwood.



Stirling's best drive, in his opinion, came at Monaco in 1961 driving Rob Walker's Lotus 18 which was significantly underpowered, compared to the shark nose Ferrari 156s driven by Richie Ginther and Phil Hill that he managed to beat by under 4 seconds after 100 laps. Stirling finished his final full championship season in 3rd place, behind Phil Hill and Wolfgang 'Taffy' von Trips.

Perhaps one of the most fascinating cars Stirling ever drove was the 4WD Climax powered Ferguson P99 which he drove to his fifth Gold Cup victory at Oulton park in 1961, he also drove it in the 1961 British GP after his Lotus broke down taking over the wheel from Jack Fairman for a 5th place finish.



Condolences to the family, friends and fans of Sir Stirling Moss OBE

**Ralph Colmar**

## Club Facebook Group - This Month



Among the interesting posts on the club Facebook group this month we had some excellent Photos from Bob Bull. These included Ford GT40's winning at Le Mans and the 1981 RAC Rally. Tim Murray shared a photo of club member John Page competing in French Hillclimbs in his ex-Gary Brabham Ralt F3. We also had memories of Drag racing at Shakespeare County Raceway when Lee Hartnell posted a picture of his Drag racer being towed by Nick Wood's Ford Thunderbird. Julian West posted some in car footage of a GTD40 at our Colerne sprint. Ian Hall featured in 70's racing action. We also had tributes to Bill Farrow including a post from his son of Bill in action in his much loved Morgan. Perhaps next month we could hold a sort of virtual bring your car night - post a picture of your car at a prearranged time and have an online chat ?

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

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

## New Motorsport UK RS Clubman licence from 2020




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

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

**As well as this change to require a free license there have been significant changes to the "permit" fees which Motorsport UK charge clubs on a per competitor basis for most competitive events.**

**Online Application for the FREE RS Clubman licence begins here :-**  
<https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>



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## Three Weeks In Italy

### The cancelled event....

This year (2019) I decided to attend three events in Italy for the first time in a few years so I am doing the Scalata al Colle Sant'Eusebio in Brescia, the Tony Berni organised Verano Abarth, historic track day at Verano Motor Circuit also with a visit to the Dallara factory and the 24th Vernasca Silver Flag in Piacenza.



The car I am taking is my 1970 FIA papered Abarth 1000 Berlina Corsa. The car hadn't run since it had been put on the rolling road in Essex. I also had made a change to the fuel system by re-routing the fuel pipes so they were further away from the exhaust manifold. The car hadn't been used since so the invite to Prescott Hillclimb as part of the Abarth Heritage Group on Sunday 26th May was a good time to check out and get the cobwebs out of the car. Well, it turned out to be a good thing as at the venue, the car would not run under power, it idled and revved while at park but would not go under power. Luckily our invitation was through Tony Castle-Miller of Middle Barton Garage and he was present. The offer was made and we took the car to Middle Barton for them to sort the car out. It either had to be an ignition or fuel delivery issue....

Wednesday 29th May, phone call from TCM at Middle Barton, one carb does not have jets in, can I get some? Quick call to Webber and a trip to Twickenham to collect them and a drive to Middle Barton. When I get there Anton shows me some dangerous issues with the brakes and suspension that I give the go ahead to replace/repair. MB-G have been most accommodating, they had other jobs on and dropped everything to get my car revised and safe to go to Italy.

Saturday 1st June, went to Middle Barton to collect the car. Tony suggested I drive it before taking it away. Wow, what a difference, the handling is like it has never been before, very responsive and breaking on a sixpence due to the new soft compound brake pads. Car started straight away and ran well, discussed upgrading the cam and tuning after AutotItalia Brooklands Motorsport day, so it is in the book. Loaded up and took the car home and ready to go to Italy.

Tuesday 4th to Saturday 8th, went to Puglia for a family wedding. Ate and drank far too much but had a great time including a trip to Alberobello to see the Trulli houses (a little English girl asked her mother if the Smurf's lived there) and two days in the

old city of Lecce. We are currently onboard a BA plane with a one hour delay due to a new UK air traffic control system which was supposed to make delays into London much shorter. Love new IT systems.....

Monday 10th June, it chunked it down, the news said there was two months rain in one day, well, that was the day I had to load up the car and trailer in readiness to leave next morning at 04.30 to be at Eurotunnel by 07.00.

Tuesday 11th June, alarm went off at 04.00. Had a peak outside and it had stopped raining. Put the overnight bags in the car and we were off. When we got to the M40/M25 junction we saw notices that the M25 was closed between j4 & j5. Nuts....so a change of plan and we had to go round the M25 clockwise and through the QE2 bridge which is the longer way round. Listening to the radio it seems the Road was closed due to sinkholes actually on the motorway. Arrived at the terminal with a couple of minutes to spare. Easy drive through France to our overnight hotel, La Val Moret in Magnant, and a fantastic meal. We use this hotel as there is enough hard safe parking for the car and trailer.

Wednesday 12th June, drove through the bottom of France to Mont Blanc and crossed into Italy. 2.5 hours later arrived at our family house near where the Silver Flag happens. A quick unpack and repack already to leave tomorrow morning to go to Brescia.



Thursday 13th June, arrived at the Hotel Ca Noa around noon and checked in. Soon after the rest of the group, Keith Harris from the UK and Ad Van Ling from Holland arrived and we all checked in. Down to the bar for a few Apperol Spritz drinks when disaster strikes..... we hear roomers that the event may have been cancelled. We catch the bit of a conversation in reception that the organisers have cancelled all their rooms and the Saturday night Dinner Party. I send an email to the organiser Roberto asking to meet tomorrow morning to confirm details for the weekend. A phone call arrives at reception from the organiser saying he will be at the hotel in 10 mins. When he arrives he offers us all drinks, always a bad sign, and explains that the local prefecture signed off the permission for the event on Tuesday but when they read it properly, it stated that all cars must be Taxed, MOT'd and have insurance, a problem as most cars are competition cars. So that's it for this event, we will stay until Saturday and leave then. At least Ad and myself have two more events, poor Keith only came over for this one. In the bar and restaurant tonight.....

To be continued

Mike Kason

## ***BREAKFAST MEET Will Be Back Watch This Space !***



















A48 between Aylburton and Lydney GL15 6BU.  
Food & coffee served from 10:00. Very large car-park.



Old, exotic,  
American,  
classic,  
vintage; all  
your  
treasured  
wheels will be  
very  
welcome.



# Bristol Pegasus Fantasy Formula One 2020

Round	Grand Prix	Circuit	Race date
		Provisional Dates - May Change	
7	Azerbaijan	 Baku City Circuit, Baku	7 June
8	Canadian	 Circuit Gilles Villeneuve, Montréal	14 June
9	French	 Circuit Paul Ricard, Le Castellet	28 June
10	Austrian	 Red Bull Ring, Spielberg	5 July
11	British	 Silverstone Circuit, Silverstone	19 July
12	Hungarian	 Hungaroring, Mogyoród	2 August
13	Belgian	 Spa-Francorchamps, Stavelot	30 August
14	Italian	 Autodromo Nazionale di Monza	6 September
15	Singapore	 Marina Bay Street Circuit	20 September
16	Russian	 Sochi Autodrom, Sochi	27 September
17	Japanese	 Suzuka International Racing Course, Suzuka	11 October
18	United States	 Circuit of the Americas, Austin, Texas	25 October
19	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	1 November
20	Brazilian	 Autódromo José Carlos Pace, São Paulo	15 November
21	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	29 November
Race under contract to run in 2020, but without a confirmed date:			
–	Chinese	 Shanghai International Circuit	TBA

We are still taking entries for our Fantasy F1 competition - visit the website and choose your entry. We will continue to take entries until the first race of the season is run. If you choose a tie break race that is cancelled we will contact you for an alternative.

<https://bristolpegasus.com/news/fantasy-formula-1/>

## Backfire Bits

Firstly I was really sad to hear of the death of Bill Farrow. Bill was a real enthusiast and a true gentleman. He always had time for a chat and will be sadly missed by everyone who knew him. Our thoughts are with his family and friends.

Another month with very little activity on the car front, unless you count watching every episode of "Fast and Loud" - no Nick, I am not going to buy an American car. It is surprising how much car stuff there is hidden away on TV. Shed and Buried is my favourite, full of interesting collections of junk often owned by equally interesting, if slightly mad people. Well worth checking out if you have not seen it.

Club wise there has been a lot of activity planning the Pegasus Sprint which we all hope will be able to go ahead later in the year. We are also still taking entries for the track day in August and we already have a list of entries that is filling up quickly.

The current situation certainly makes it quite tricky to plan things even assuming we are allowed to run events, it leaves us with many questions - will we be over or undersubscribed ? What might we have to change to run an event safely ? Will we get our normal number of marshals ? etc etc. All we can hope for at the moment is everyone stays healthy and we get back to happier times as soon as we can.



In common with many other clubs there has been some interesting posts on our facebook group, most looking back at past events. I particularly enjoyed Ben Bishop's film of our Aust Autosolo - really professional.

I also liked Bob Bull out rallying in shirt and tie - we have got far too casual these days.

Despite having a bit more time on my hands I don't seem to have done much with the cars, not helped by doing some decorating and sorting the garden out, in between working from home as best I can. Just before lockdown I took the Westfield to Rob Gilmour at Luccombe Garage for an M.O.T. It is always good to see Rob and have a chat. I left with a fresh M.O.T and a couple advisories, which I have bought the parts to sort out, hopefully I will motivate myself to spend some time in the garage.

Looking forward to reading the rest of Backfire - Ralph has done a great job considering there has been little new going on.

**Andy Moss**

## 2020 Events Calendar - Updates in bold.

Date	Event	Location
Sun 28th June	Breakfast Meet	Sparky's Diner Lydney
Mon 13th July	Evening Car Tour	7pm TBA
Sun 19th July	Summer AutoSolo	
Sun 26th July	Breakfast Meet	Sparky's Diner Lydney
Sun 9th Aug	Summer Treasure Hunt	10am TBA
Sat 22nd Aug	Track Day & 75th Anniversary Event	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	BAWA
Sun 20th Sep	ACE Classic Tour	
Sun 27th Sep	Breakfast Meet	Sparky's Diner Lydney
Mon 12th Oct	Club Night	BAWA
Sat 17th Oct	Pegasus Sprint	Castle Combe
Sun 25th Oct	Breakfast Meet	Sparky's Diner Lydney
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

## Automated Membership System

The 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.**