

Backfire

Bristol Pegasus Motor Club Magazine



Pegasus Track Day at Castle Combe



September 2016

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Chairman's Chat

By Andy Moss

As always our annual Track Day at Castle Combe was an excellent event. We were a little unlucky with the weather, the afternoon was one of the few wet periods in the recent good weather. We did get quite a few dry morning runs and everyone seemed to enjoy themselves, even after the rain arrived. There are pictures later in Backfire and on the club website. We received some nice feedback from those taking part - thanks to all who took the time to comment. I would like to add my thanks to all those involved in organising, both before and on the day, as well as to everyone who supported the event itself. I spent a lot of time chatting in between runs - as always the social aspect is a big part of making the day and the club so enjoyable.

As we are going to press we have a low cost competitive event to look forward to when we return to Rolls Royce, this time for an Autosolo. Alan Spencer is organising and the plan is to run some timed driving tests around the cones - the event will be about fun driving that is suitable for both the seasoned entrant and those new to motorsport. Any normal road car should be suitable – No helmet or competition licence is required and with an entry fee of just £10 you won't get better value motorsport.

The week after the Autosolo we have a guest speaker for our September Club Night. Bob Rutherford has navigated on many events including European Historic rallies and he has some entertaining stories to tell about his adventures.

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

The regulations for our Castle Combe Pegasus Sprint in October have been out for quite a while and we are already well oversubscribed – as always it is a shame to turn away entries. Once again this will be an event firmly targeted at road and sports cars. So far the response has been excellent with entries coming faster than ever. Competitors will again start from the normal pit lane exit and complete a full lap of the circuit, before crossing the finish line and returning off the circuit via the same route. This format allows enough time for a full four runs, giving the traditional two practice and two timed runs. Hopefully we will get a nice warm autumn day!

Looking forward to November we have the first of two museum visits, with Pete Goodman organising a Sunday morning Breakfast trip to the Haynes Motor Museum. This will be followed early in 2017 with a trip to Gaydon which is now known as the British Motor Museum. Both museums have changed significantly in recent years, so even if you have visited them before they are well worth the trip.

Editorial

It's not been the busiest of motoring months, but there have still been a few highlights, the launch of my acquaintances tool room replica XJ13 complete with one of two prototype 4 cam 5 litre V12's, found on e-bay, was going really well at Curborough until the magnificent engine caught fire, fortunately no one was hurt.

I took no risks with the weather for our annual trackday at Castle Combe and was toggged up with thermals and waterproofs like a Michelin man for paddock duty, fortunately it dried out in the morning before it started raining in the afternoon, just after I dropped club secretary Tim Murray off home the deluge I had been fearing all day arrived.

The following day 4 and a half crews turned out for our Summer Treasure hunt, given that Peter Huntingdon from the Bristol IAM was a novice hunter and on his own, Tim Murray kindly agreed to join him and read the questions.

Congratulations to Bristol IAM members Stuart and Jane Wren who won the event on a tie break, report follows in these pages.

Last weekend Tim accompanied me to Oulton Park for the final day of the Gold Cup meeting where for me the undoubted highlight from an entertaining day's racing was the demonstration by Andy Middlehurst of Jim Clark's 1966 US GP winning Lotus 43 which was powered by the fabulously complex and notoriously unreliable 3 litre BRM H16, the sound of which was worth the price of admission alone.

Looking forwards on Sunday 4th the club will be meeting in the Rolls-Royce car park for an Auto Solo cheap motorsport thrills with no need for a helmet which I am looking forward to and rally navigator Bob Rutherford will be coming to talk at the next Club meeting at BAWA on the 12th.

In October we the Club will be present at the Castle Combe Classic before running the Pegasus Sprint at the same venue for which we can never have enough volunteer marshals.

Finally in November Pete Goodman is organising a jaunt to the Haynes International Motor Museum on Sunday the 6th.

My thanks to Phil the speed Jones recollections on the pursuit of owning the perfect classic GT in this issue, to Tim Murray for the Fantasy F1 results and to Andy Moss.

Wishing you all a safe month's motoring

Ralph Colmar

Events Calendar

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 on Sept 12th and are pleased to announce the September evening will feature "Rutherford's 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

Saturday 1st October - Castle Combe Autumn Classic

As well as providing the Trophy for the 500 race the club will again have a stand at the Autumn Classic. Contact Nick Wood nickswood@hotmail.com / 01179 783501 to display a classic or competition car (ideally pre-1970) or volunteer to help. Free tickets for those displaying/helping on the club stand.

Saturday 22nd October - Castle Combe Pegasus Sprint

We are now well oversubscribed for our Pegasus Sprint at Castle Combe. As always we need a lot of people to run the event on the day so please consider getting involved if you can.

Sunday 6th November - Haynes International Motor Museum

Pete Goodman is organising a visit on Sunday the 6th of November to the Haynes International Motor Museum Breakfast Club for members of the Bristol Pegasus Motor Club and Bristol Institute of Advanced Motorists. The Breakfast Club meets at the Museum from 9am. For those who would like, we could meet at BAWA around 7.30 for group drive to Haynes; more details later... The breakfast club meeting is free, the museum restaurant will be open for breakfast, entry to the museum is £13.95 for adults, concessions available, a museum tour is planned which will cost £14 per person or £10 pp if we can get 15+. To book a place phone Pete on 0117 9605367 / e-mail pete.1goodman@talktalk.net

New Automated Membership System

We are introducing a new automated membership system as from October this year. A link has been added to the Bristol Pegasus web site.

The new system will help to ensure your details are correct, will allow you to update your own information and ensure you get timely information from the club including reminders when your renewal is due. 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 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, existing members should not renew until after 1st January 2017 to ensure they get a full 12 months membership this year. More details in October Backfire.

Marshals Wanted

Saturday 10th September 2016 - Exmoor Targa Rally

Tavern, Burnham on Sea and Minehead Motor Clubs are again running the Exmoor Targa Rally on Saturday 10th September in the Exmoor National Park area. The event will cover 10 tests, 5 in morning comprising three loose surface and two tarmac tests followed by a lunch halt, with the route repeated in the afternoon.

They are looking for all types of marshals for the forest tests in both the Croydon and Knowle forests and on the Porlock Toll Road test.

The first car will start the first test at 11.15am and is due to finish at Raleigh's Cross at 5.45pm. Each test will be run twice with a short gap in between runs.

Contact Keith Emery, Chief Marshal, keithemery88@yahoo.co.uk or 0784 6372622

Saturday 24th September - Castle Combe Rallyday

Anyone wishing to marshal on the event will need to send mark.maysrally@gmail.com the following information:

Name, Address, Vehicle details, E-mail address, Phone Contact:

Marshals can also contact Mark on 01373 859010 daytime, mobile 07482398402
Passes and details for marshals will be sent on Monday 19th September.

Saturday 12th November - Wyedean Stages Rally

This year's event will cover three stages, each run twice, all based in the Forest of Dean with scrutineering, service and documentation.

Marshals of all abilities sought, new marshals will be teamed with suitably trained officials for the day.

Online accreditation is recommended which can be done by logging on to the MSA website :- <https://members.msauk.org/imissite/login/default.asp>

Please contact Sarah or Stuart (the Joint Chief Marshals) on sarah01348@hotmail.com or telephone 01594 860016. Please do not phone after 21.00. You can register at: <http://www.wyedeanstages.co.uk/#!/marshals/on53h>

Saturday 22nd October - Castle Combe Pegasus Sprint

Marshals required to help with the running of our season-closing track event, with free lunch for our volunteers, for further information contact Cherry Robinson cherryzrobinson@hotmail.com or telephone 01179 783501

Saturday 20th August - Castle Combe Track Day



Sunday 21st August - Summer Treasure Hunt

By Ralph Colmar



The morning after the club's annual Castle Combe Trackday 5 crews turned up at the junction off Gibbet Lane and the A37 for the Summer Treasure Hunt.

As with the club's Touring Assembly in June the initial route for the event had to be altered last minute due to more pop up road works; fortunately Tim Murray and I had a chance to alter the route and set some new questions four days before the event took place.

We welcomed Bristol IAM members Stuart and Jane Wren and Peter Huntingdon to the event, novice treasure hunter Peter had planned to do the event solo in his Chrysler but we persuaded him to take Tim Murray along to read the questions.

Congratulations to winners Stuart and Jane Wren, we hope they will join us again next year.

Stuart and Jane Wren	Mercedes Benz	39*
Andy and Simon Moss	FIAT	39
Pete and Jane Goodman	Peugeot	35
Peter Huntingdon and Tim Murray	Chrysler	30.3
Nick Wood and Liz Moss	SAAB	23

*The Wren and Andy with Simon Moss crews both scored 39 points out of a possible 40, the winners were decided by a Eurovision tie breaker.

It's an uphill struggle

the GT obsession continues...

...To threaten to bankrupt me. Well once you get the chance to move on from an A40 Farina and try something quicker – probably most cars – then it's rude not to.

I have previously mentioned the Porsche 928S2. This late S2 was a 1986 car with manual transmission and being a late '86 it had some of the later S4 features such as 4 pot Brembos on the front. These are lovely cars and they feel quite modern on the road. The engine is a peach – easy to run about town but revs like hell on the open road. Roomy, practical and still not expensive to buy when compared with other GTs, it's a great proposition.



I would have kept mine longer were it not for the fact that I was a little unlucky at times. It was a comparatively low mileage car and here we get to the old debate about whether low miles deserve a premium. This one had under 80K which is not a lot for 30 years but in its later life it had become a toy and so got little use. As is so often the case, it fell to a starry eyed plonker like me to 're commission it'. 'Break down' is another way of expressing it.

The first was a hilarious brake problem that had me scratching my head. It's the only time I have ever been rescued by an AA truck. Given my history with

Italian and British classics it's a bit ironic that it fell to the German Porker to carry that mantle.

Rounding the exit at J24 of the M4 by the Celtic Manor and heading up towards Ross on Wye on the A449, all was well and I was marvelling at just how good this beast was as a cruiser. And then the vibes through the steering starting. Funny – could it be a loose wheel? Pulled over and checked it. Nothing obvious. Off I go and 5 minutes later more vibes and now a nasty deep drone. This is not sounding good. Now we are apparently losing speed. What the hell is going on? Wheel bearing? Brake? Into the layby just south of Monmouth and it's barely moving in 2nd gear. Out I get and it all becomes obvious. Clouds of black smoke and a stink of brake linings says the master cylinder has stuck on.

An hour later and they have cooled and it moves fine onto the AA truck. A new set of discs, pads and a master cylinder later and it's perfect. Until the timing belt warning comes on just south of Stratford as I head up to Doug Elwood's place to

buy a second hand diff for the Marcos. Pull over, switch off, switch back on to reset (the warning light works off a metallic strip and can be problematic) and all is well for a couple of weeks. Then it happens again. Hmm. Into Porsche Cardiff for a diagnosis and it seems the tensioner is leaking. That in itself is not a huge issue and certainly not uncommon but getting a replacement is not so easy and there followed a fair time off the road.

Irony again playing a part, my younger son Owen and I had planned to visit Prescott on the morning of the 2015 British GP and then head over to the Porsche Club GB's headquarters in Moreton in Marsh in the Cotswolds to watch the GP on the big screen. Lovely set up they have there. We were without a Porsche but joined them anyway in something more reliable – a 1970 Lotus Elan S4SE! This caused much amusement but the little Lotus cracked on through the lanes chasing a few Boxsters and was not about to be left behind. How did Lotus make the Elan so good all the years ago? All went pretty much to plan except for an exhaust incident a few miles from Porsche HQ.

A tinkling sound from the rear caught our attention. What's that I asked? Owen replied: "is it the tools rolling about the boot – you have been cracking on and bottoming out a bit?".

Another mile or two down the road and I said: "well if it's the tools, there are more of them in there now than when we set off...".

Sure enough there was the stainless exhaust hanging off with the silencer bouncing along happily. A few tie wraps later and we were all go. That was a brilliant day though and the Elan – any Lotus – is made for those small A and B roads. Bloody miserable on the M50 mind.



When the Porsche came back I belted about it in for a while and loved every mile. But the spares situation caused me a bit of anguish. I wanted to drive this thing a lot and far. Reluctantly, I sold it but it remains one of the best cars I have driven and I suspect that having done the 'recommissioning' it's probably spectacular now. It's my bit for charity. Its recently come back on the market at an extremely sporty £29999...which is a lot more than I sold it for. I shall watch that one with interest.

Of course as soon as one goes, I am after another and sometimes it's even the other way around and I get told off. So come December 2015 and with 2 Lotus' and a Porsche sold, Lloyd and I set off on a daft and pointless tour to find another toy. Up the M5 to a classic dealer to look at a Maserati 4200 Gransport with only 28K miles and one owner. Stunning. But do I want a robotised manual gearbox and regular clutch changes? Not really. We tried to visit a classic dealer further North to see a Merc SL55AMG that looked sensational but there was no answer to the call so we skipped it.

Over to Lotus at Silverstone and a drool over a couple of Elise 220s and an Evora. I am sucker for Lotus' and I was going all dizzy. Finally, after a quick, teenage style fiddle with the smart phone, I tracked down another SL55 at Mercedes of Swindon. Very unusual to find a 10 year old car at the main dealer so maybe it was a bit special?

It certainly was. A right monster of a car, one owner, 2005 and unbelievably only 21K miles with full history and even a warranty. Bought it. Love it. Goes like a bar steward and even Mrs Jones almost likes it.



I intend to keep it but you already know what I am like so who knows. But for now with their values starting to firm up this looks like a depreciation proof way to lay thick black lines on the road. And with 493bhp and 516lbs of torque it does that very well indeed.

Normal people would think that there are no more excuses to get into a big GT but I am a bit short of normal so I have decided to bravely try using a modern classic GT as a daily driver. I used a classic as a daily driver a couple of years ago – a 1990 Merc 300se W126 series – and it was epic. Bought for £6K with 40K miles, run 25K more miles and sold for over £3K it's the

cheapest way I know to enjoy motorway miles in something that's a bit different.

So trying that theory again I have now got myself low mileage XJS, last of the line with the AJ16 4.0 motor which is apparently pretty reliable and not too juicy. We'll see!



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.

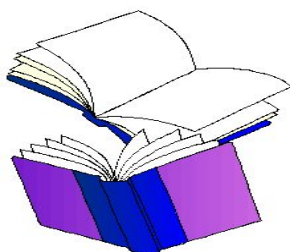
BPMC polo or sweatshirts

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

Bristol Pegasus Fantasy Formula One 2016

Results after Round 13 - Belgium

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	730
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	714
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	709
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	610
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	602
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	592
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	576
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	574
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	566
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	546
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	523
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	516
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	477
Bob Bull	Bottas	Button	India	Rosso	Mercedes	460
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	456
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	456
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	456
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	410
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	405
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	401
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	390
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	383
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	380
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	372
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	367
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	315
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	296
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	269
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	244

A Visit to Thruxton

By Andy Moss

Over the years I have travelled many miles to visit some of the excellent race circuits we are lucky enough to have in this country and of course we are spoilt having Castle Combe on our doorstep. In all this time, for some reason, I have never made the relatively short trip to Thruxton.



Encouraged by Nick Wood, I recently put this mistake right by attending the Classic Sports Car Club meeting early in August. Amongst the excellent entry we were looking forward to seeing a few familiar faces compete - Ian Hall was out in his Darrian along with the Ford Puma of Toby Harris and Lisa Selby.

So the circuit. Located near the village of Thruxton in Hampshire. Like many of the best circuits it was originally constructed in 1940 as a World War II airfield. RAF Thruxton was home to both the RAF & USAAF and was used for troop-carrying aircraft and gliders, including operations during the D-Day landings.

The circuit has been used for motor racing since 1950 and has hosted events including the British Touring Car Championship and Formula 3 racing. Sadly the circuit can only run 12 days of motorsport each year due to planning restrictions. Of these days two are devoted to a weekend for the British Superbike Championship. The remaining days are devoted to car racing, with weekends being used for the

TOCA British Touring Car Championship, the British Formula 3 and the British GT package.



This leaves two one day meetings run for amateur championships of the BARC, one of which is entitled the 'Thruxton Classic', which features races for Classic Touring Cars, Classic Formula Ford 1600 and Formula Ford 2000. The remaining days are allocated to other organising clubs, such as the

750 Motor Club and Historic Sports Car Club. Owing to the relative infrequency of race meetings, Thruxton continues to be a popular part of the motorsport calendar.

Following a pleasant drive to the venue via the A36 we arrived at the circuit. First impressions were excellent – this is a circuit set in rolling countryside and retains a lot of character. I had not bought an advanced ticket so had to pay on the day – the cost for a whole Saturday's entertainment was a bargain £9, advanced tickets had

cost just £7. Better still this ticket includes access to the paddock and free access to the two large grandstands – remind me how much it costs to go to the British Grand Prix or Goodwood!!! If you wanted to stay for the whole weekend you could buy an advance ticket for just £12. Nick bought a programme and we were pleased to see a multi page spread on Ian Halls racing activities through the years. This was Ian's 50th year of Racing – a remarkable achievement and we knew he was looking forward to his first race at Thruxton in recent years.

Having enjoyed a quick breakfast stop we viewed the first couple of races from the spectator banking before making our way into the centre of the circuit for a tour of the paddock. Plenty of opportunities to get a close look at the cars and we spent time talking to Ian who was being assisted on the day Pegasus committee member Matt Johnson. We then found Lisa and Toby and had a chance to have a look round the Puma. With lots to see it took most of the morning to look around the cars.

Just before lunch we spent some time watching from the Grandstand where you have an excellent view through the Club Chicane. Whilst taking some pictures we bumped into club member Mark Astin who joined us for much of the day. Here we watched the practice for the Special Saloons and Modsports and enjoyed seeing Ian come second in Practice. Next we took a stop for a beer in the circuit café. Here you could sit at tables outside enjoying a drink while still having an excellent view of the racing – can't be bad.



After lunch we walked further around the outside of the circuit and really got a feel for just how quick Thruxton is. Amazing views of some amazing racing. We watched Lisa and Toby in the "Tin Tops" race from the banking – plenty of space and easy to get a good view. Back to the grandstand where we watched Ian win his race in the Darrian – an excellent

result following some very competitive racing. There was still plenty of action to come including a very entertaining Jaguar race featuring a lot of XJs.

Eventually it was time to leave – the racing had gone right upto the 6.30pm curfew, so we had excellent value for money on a sunny day. My first visit to Thruxton was over, but I am sure it won't be the last

If you want to get an idea of what the circuit is like the meeting was televised by Motors TV and I believe highlights will be shown again on Wednesday 14th and 21st of September at 7:25.

Thruxton CSCC Meeting - Saturday 13th August 2016



Photos by Andy Moss

CASTLE COMBE AUTUMN CLASSIC 1st Oct 2016



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BRIAN JAMES 2015

**We will again have a club stand at the Autumn Classic
Contact Nick Wood nickswood@hotmail.com / 01179 783501
to display a pre-1970 car or volunteer to help
Free tickets for those displaying/helping on the club stand.**

Pegasus Castle Combe Track Day 2016



Pegasus Castle Combe Track Day 2016



Deadline for Next Backfire: 23rd September 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

BPMC 2016 Events Calendar

Please Note updates shown BOLD

Month	Day	Date	Event	Location
Sep	Mon	12th	Club Night Guest Speaker	Bob Rutherford - Historic Rallies BAWA 8pm in Bar for 8.30 Talk
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 Entries Now Open
Nov	Sun	6th	Club Trip	Haynes International Motor Museum
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

Backfire



Warren Briggs in his flame spitting 1965 Ford Mustang won both of the HSCC Touring Car races at a resplendent Oulton Park on Bank Holiday Monday.