

Backfire

Bristol Pegasus Motor Club Magazine



RAC Rally of the Tests Winners Paul Wignall / Mark Appleton Alfa Romeo Giulietta Sprint



December 2018

Contents

Chairman's Chat

Editorial

2018 Events

Pegasus Sprint October 20th

RAC Rally of the Tests

It's an uphill struggle

Pegasus Club Merchandise

Bristol Pegasus Fantasy Formula One 2018

Marshalls Championship Final Standings

New Automated Membership System

Notice of AGM Monday 10th December 2018

Allen Trial 25th November

Morehampstead Motor Museum October 7th

HSCC Silverstone October 22nd

Editors Club Highlights

Backfire Nites

2018/19 Events Calendar

Backfire

Accounts

Chairman's Chat

And so another year comes to a conclusion, well not till after the Auto Solo on the 30th regs on the web, limited spaces available.

The weather has had an effect on a number of events this year including causing the Cross Trophy Trial to be cancelled.

For the future we need new faces involved with organising events and on the committee, if your interested, talk to one of the committee and help out with an event in 2019.

Dates have been agreed and are elsewhere in Backfire. Starting with the NavEx on February 15th we will have a full range of events for you to enjoy.

Personally we have just ordered a Turbo from the USA for our Silhouette racer that we run in GTs at Combe, let's hope it gets us back on track.

Wishing you Season's Greetings and hopefully see you at the AGM on the 10th December

Bob Bull
Acting Chairman



Bob Bull and Hugh Chamberlain at our November Club Night

Editorial

After a difficult start to the year for the club, through a combination of adverse weather and personal tragedy, it is gratifying to report that the efforts of the Bristol Pegasus Motor Club working together with the Bristol Motor Club have been recognised by the Motor Sports Association with the 2018 Best Organised Event Award for the Llandow Sprint, my congratulations to all involved at both clubs.

If nothing else this recognition from the MSA shows how well members of both clubs worked well together as a team.

The trophy will be on show at our AGM and awards ceremony at BAWA on Monday 10th December to which all members are welcome.

If you have not done so in the past I would urge all members to consider both attending and thinking about the future they would like to see unfold for the club and how they can contribute to making that future happen.

Members were treated to an insightful evening into the world of sports car racing by our guest Hugh Chamberlain at the November Club meeting. Highlights included tales about a flyover by a British Airways 747 in South Africa and how former F1 impresario Bernie Ecclestone extracted seven figure sums from sports car manufacturers to run the World Sportscar Championship and spent a 6 figure sum on Hugh and the Chamberlain Engineering team to meet his obligations to a TV rights holder.

On the Sunday before Hugh's visit I managed to get away from work for an hour to visit the Brightside Insurance Car Park at Aust Services where I caught up with the first few cars competing on the Autotest fellow members organised for the RAC Rally of the Tests.

Indeed after the AGM, twixt Christmas and the New Year, I look forward to returning to the Brightside car park and officiating at our own annual Brightside Autosolo / Autotest. If you do not intend competing, help with the marshalling / timekeeping is always most welcome.

My thanks to everyone who has contributed to Backfire this year not least Phil Jones who now enters the fourth year of his uphill struggle and to Tim Murray who compiles our championship standings.

Congratulations to Sam Thompson who came out top in our Fantasy F1 table, Nick Wood our top Marshall and Andy Moss on winning the Clubmans Championship.

Wishing all members a safe season of goodwill and a Happy New Year.

Ralph Colmar

Events Calendar

Mon 10th December BAWA - ANNUAL GENERAL MEETING

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2018 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 25th November 2018.

The AGM will be followed by the club's 2018 Awards ceremony and free buffet.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

"Enclosed with this month's Backfire are our unaudited statutory accounts for the year ended 31st October 2018. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 10th December 2018."



Aust Autosolo - Sunday 30th December

Post-Christmas Autosolo at a new venue for the club, **9am for 10am Start** at Brightside Car Park, next to M48 Severn Bridge View Services, BS35 4BH, usual no helmet, no frills, competitors vehicles **MUST** have a valid MOT and tax as applicable road car format. Regs and entry forms on the club website :- <https://bristolpegasus.com/>

Club Night Venue

**Our regular venue is -
BAWA Leisure Centre**

589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



Note : Next BPMC meeting at BAWA is our AGM on Mon 10th Dec, arrive in time to get drinks before an 8pm start.

Pegasus Sprint October 20th

As the full entry for Bristol Pegasus' Ecobat Sprint assembled at Combe on October 20th they were expecting the forecast fog. As the time for the start of practice came and went the fog stubbornly remained so a convoy run was organised in lieu of P1.

P2 eventually got underway later in the morning and was interrupted by a number of offs. Nevertheless the organisers managed to keep things going and timed runs began early in the afternoon not much later than scheduled.

Peter Stiles kicked off by winning the small series production class with his Suzuki Swift. In the up to 1800cc class Andy Mitchelmore took a win with his Elise getting close to Hugh Trotman's long standing record. Just behind were Peter Devall in his Peugeot 106 and Mike Henney's Elan S3. Mike had been expected to put up a stronger challenge but a spin on T1 and the need to put in a 'banker' to secure much needed MAC Sunrise points kept him back. In the up to 2600cc class Anthony Wright's Audi S3 won from Peter Goodman's Fiesta S3. Just behind were the rapid MX5s of Dean Cubbitt and David Newman both running on Extreme tyres VR2 List 1B offering. Finally in the large class, Mathew Bennett's Porsche Turbo won and set a new record with an impressive 78.16s.

In the merged specialist production class the Caterhams of Mike Cocker (2.0 Duratec) and Chris Bennett (1.8 K) were closely matched with Mike coming out ahead after Chris had a spin at Quarry on T1.

The small mod prod class went to Lewis Salmon's Mini Cooper while the up to 1800cc class went to Philip Stader's Alfa Berlina and the big class was won by Tim Painter's Aston GT4.

Mike Smith shared the Mod Prod Specialist Production Sylva Riot with Bob Bellerby but Mike's lack of experience on slicks showed in the results.

The winner of Sports Libre and FTD wasn't really in doubt as Keith Murray took the mighty Dialynx, 900 kilo, 650 bhp Audi R8 to within a second of the Libre record held by Chris Buckley's Radical SR8 with a 71.62s time. Swindon man, Keith, has been competing in German Berg Cup hillclimbs in recent years but plans to do more UK events in 2019.

The event was concluded with the Classic Marques class, won on handicap by Howard Barnard's MX5 and the TR Register class won by John Weedon's TR4. Unfortunately further incidents during the afternoon delayed proceedings so that these last two classes were unable to take their second runs as the curfew time was reached.

Despite this disappointing conclusion the feeling around the paddock was that, it was a good day and the organisers coped well in difficult circumstances.

Chris Bennett

RAC Rally of Tests 11th November



Guy Symons / David Watson Riley 1.5



Adrian Barwick / Simon Arscott



Nick Sleep / Jess Sleep Mercedes-Benz 230SL



Peter Moore / Dan Stellmacher Sunbeam Tiger



Michael Moss / James Ewing Fiat 2300S Abarth Coupe



Patrick Shaw / Christopher Shaw MG B GT



Sybren Van der Goot / Maiko Wellink Datsun 240Z



Ed Abbott / Pieter van Leusden Jaguar XJ-S

Jane Hartley

More on fb page 'Motoring Waffle'

RAC Rally of Tests 11th November



Harm Lamberigts / Arjan v der Palen Escort RS2000 8th



Klaus Mueller / Rolf Pellini Lancia Fulvia Coupe 21st



Steve Entwistle / Ali Procter Morris Mini Cooper S 3rd



Alexander Leurs / Bas de Rijk Opel Ascona 14th



Howard Warren / Iain Tullie Porsche 911 5th



Seren Whyte / Elise Whyte Standard 10 15th



Darren Everitt / Susan Dixon Triumph 2000 39th



Keith Jenkins / Martin Phaff Volvo 144 23rd

It's an uphill struggle

Small is beautiful...

When did you last see a car that makes the original Fiat 500 look large(r)? Well of course there is the Peel P50 but I have never seen one sat next to a 500.

But in June, I did see a Honda Z600 sat next to a Fiat 500. I had just arrived at a gathering at Gaydon Motor Museum one sunny Saturday morning. My daughter looked at them and said 'gosh, I didn't think I would ever see a car make a Fiat 500 look large'.

Why was my daughter with me at Gaydon? She doesn't even like cars. Well on the 'QT', I had been scouring the web for decent Fiat 500s as I knew she liked them. With Brian-The-Builder making yet more space it seemed that a 500 would just about fit if manoeuvred about on Go Jacks.

I had sought some inspiration from TCM but he had lost the will to live on 500s following much difficulty sourcing ignition parts that are not made from putty. His advice was – go for a 600. Now that's a good piece of advice and I was very happy with it having already admired MBG 'chief maestro' Anton's lovely 600.

But daughter was having none of it and it was a 500 or nothing. Where the hell do you find a decent one? Weeks later and the web was continuing to throw up LHD imports with more price than condition. It seemed hopeless and then 2 came up.

The first was in Wiltshire, RHD and 1968. I planned to pop over and see it. But while the vendor was sorting his incredibly complicated personal calendar out, up comes another – this time a 1972 also RHD and seemingly well restored.

An email chat later and there we were stood in a car park at Gaydon amongst about 40 cars owned by Industry PR people and journalists. As we chatted about the 500, along comes a lovely little Honda Z600 in orange – I don't think I have ever seen one in another colour.



It turns out to be Editor of Auto Italia, Chris Rees, at the wheel. Sat there by the 500, by damn it was lower and seemed smaller, maybe due to its tiny wheels. They look about 10" like a Mini's. Front wheel drive, SOHC twin and rear leaf springs. What a mixture. It was as 70s as a Chopper bike and I loved it. I want one. Did I just say that?

A good look over the 500, a spin round Gaydon, a bit of sucking of teeth and hand wringing later and a deal was done. The strange coincidence is that its registration is EOR ***K from Portsmouth area and my mate Ian's' (yes the Goodwood Revival 3 wheeler) is COR***K. They came from the same dealer within months of each other. How about that?

Of course being EOR it's going to be Eeyore...#

A slow – very slow – run back from the vendor's home in Swindon a couple of weeks later went without a hiccup and the little fellow was a joy to pilot. Back in the garage I started working my way through it. It took an age to start from cold and, once running, the idle was very high and a little uneven.

Some research later and I changed the plugs, fiddled with the carb – not much happens on a Webber 26 it seems – adjusted the timing which was a mile out. With that he fired much more promptly, idled properly and ran sweetly. Lovely.

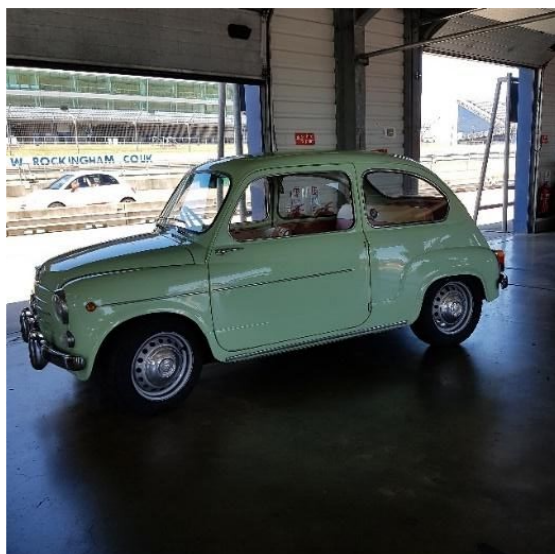
So 2018 has been a complete 'not buying any cars' disaster. I have sold 2 but bought 3 (and two bikes...), the garages are overfull and I can't cope with it all. It's an illness and Mrs J is threatening a white coat with zips and no armholes....

A trip to the Bristol Classic Car Show in Shepton Mallet saw us bump into an old friend, the Marcos Mantis. The new owner, Ian is an ex F2 mechanic who is delighted with it. I must say it looked great and he graciously let me sit in for old time's sake. Had a little whimper if I am honest.



Abarth Day had been brilliant the last 2 years so we were looking forward to it at Rockingham. With the Abarth's gearbox sorted and the Toyos back on it promised to be a great day.

Well it took 4 hrs 20 mins to get there on the Friday night – with the A34 shut we decided to go 'as the crow flies' through the Cotswolds. With a 20 foot trailer. The Jeep SRT we did manage a cracking 13.9 mpg towing it mind you.



Anton's stunning Fiat 600. And what a lovely pair of OT's...

As we got the Abarth prepared for some track time I noticed a lot of blue fluid at the rear. Not from the car though. Oh no...the Millers Water Wetter bottle had cracked and with a corresponding crack in the tool tub, it all flowed nicely onto the floor.

Empty the tub, wipe everything, and wash hands multiple times. Oh no! We stored the tool tub on the passenger seat overnight and...the seat was soaked in Water Wetter. Lots of fanning about ensued and then it was 'Gentlemen start your engines'. Lloyd was in the pilot's seat and I was running to the bogs to wash yet another dose of Water Wetter off my hands. And shirt...and shoes.

In I get and squelch. Now my jeans are full of it. Anyway, the worries I might have had about sitting in corrosive fluid were soon surpassed in 'life ending' terms by passengering with Lloyd out on the track. Bloody hell. Either he couldn't hear me or he ignored me. The only word I managed that did not start with an 'F' was 'Mummy'. Two corners in and I managed to grab the front leg of the roll cage before the next G load had me reeling.



Mike Kason's 1000TC, Carlo's crazy Alfa powered 500 and our little chap in the left hand pic. On the right are two of Tim Milnes' lovely 850 derivatives. That Francis Lombardi Grand Prix is very pretty and in super condition

It was quite an unpleasant way to spend 20 mins but I admit it was fast. Late in the session Lloyd missed a gear and as we sat looking at the gear stick, Carlo blazed past in his monster Alfa 33 powered 500. Once back in gear we set off to catch him and did not have to wait long as we found him facing us half way round a long left hander! That wild 500 is an edgy car. I must say that, with only 1080 cc and two big guys aboard, our little Abarth went very well indeed. The Toyos had a good seeing to.

But any calamities we might have experienced paled in comparison with the one that this poor 124 Abarth Spider must have endured. Air bags out as well. Low mileage 'Management Fleet Car' anyone?



The following day an unload, Abarth seat strip, Fiat 500 wheel bearing change and Jeep wash that had me reaching for a cheeky cup cake and seat in the garden by 4pm. Age is catching up...

And with the end of 2018 looming, age is going to catch up even quicker. Merry surplus Socks, Underpants and Head-scarfs everyone!

Jones the Speed

PS... Its nearly Christmas and I do love a bit of EU / 'It's a Knock Out' hilarity. I couldn't resist this advert for a Lotus Elite Type 14 (which they call a 17!)

.....“FOR SALE is this Lotus Elite (Series Type 17) from the year 1961 and comes from longtime collector's hand. Quite exactly, this native Briton has been in one hand for over 25 years. One man that these beautiful and rare sports car classic always maintained and personally waited. Because his current owner is an old car master (78 years old) and above all a lover of English classics, the car has of course always been screwed on itself, i.e. repaired with great passion and over the time always lovingly repaired and that, as described, over 25 years!.....

WE SPEAK GERMAN, ENGLISCH & FRANCAIS :-)

PPS



Me..."Why would anyone use a RWD V8 hot-rod to tow in a muddy field? ".
Owen..."I don't think those tyres would be load rated for towing".

Me...."I don't think they even offer a tow hitch on C63s".

So we walked around to have a look and found the trailer with a hitch lock on it and the car just parked in front of it. Funny things illusions.

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

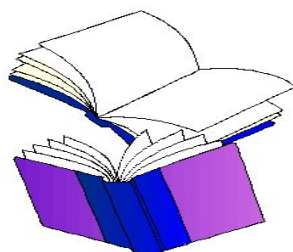
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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**

Bristol Pegasus Fantasy Formula One 2018

| Bristol Pegasus Fantasy F1 - 2018 | | | | | | |
|-----------------------------------|------------|------------|-------------|-------------|-------------|-------|
| Final positions | | | | | | |
| Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Score |
| Sam Thompson | Grosjean | Verstappen | Ferrari | Red Bull | Force India | 1342 |
| Tom Thompson | Raikkonen | Verstappen | Red Bull | Renault | Ferrari | 1327 |
| Chris Bennett | Verstappen | Vettel | Red Bull | Toro Rosso | Red Bull | 1231 |
| Ken Robson | Grosjean | Vettel | Ferrari | Haas | Red Bull | 1231 |
| Simon Moss | Hamilton | Sainz | Red Bull | Toro Rosso | Ferrari | 1199 |
| Mike Marsden | Hamilton | Sainz | Ferrari | Renault | Sauber | 1183 |
| Joe Robson | Verstappen | Vettel | Haas | Red Bull | Haas | 1168 |
| Michael Griffiths | Sainz | Verstappen | Force India | Red Bull | Mercedes | 1160 |
| Chris Thompson | Grosjean | Verstappen | Red Bull | Haas | Mercedes | 1151 |
| Alison Bennett | Ricciardo | Verstappen | Ferrari | Force India | Haas | 1148 |
| Richard Ibrahim | Hulkenberg | Ocon | Ferrari | Haas | Mercedes | 1115 |
| Abi Reynolds | Verstappen | Vettel | Red Bull | Renault | Williams | 1114 |
| Tim Murray | Alonso | Sainz | Ferrari | Haas | Mercedes | 1110 |
| Martyn Davies | Ricciardo | Verstappen | McLaren | Red Bull | Red Bull | 1110 |
| Dick Craddy | Verstappen | Vettel | McLaren | Red Bull | Sauber | 1079 |
| Liz Ibrahim | Alonso | Verstappen | Red Bull | Toro Rosso | Mercedes | 1079 |
| Lisa Davies | Alonso | Ricciardo | Haas | Red Bull | Ferrari | 1058 |
| Coralie Thompson | Ricciardo | Vandoorne | Red Bull | Renault | Ferrari | 1049 |
| Helena Sarsted | Ricciardo | Grosjean | Red Bull | Haas | Mercedes | 1047 |
| Matt Johnson | Verstappen | Vettel | Haas | McLaren | Ferrari | 1025 |
| Alyson Marsden | Magnussen | Verstappen | Mercedes | Toro Rosso | Sauber | 1017 |
| Katie Davies | Hamilton | Sainz | McLaren | Red Bull | Force India | 998 |
| Juan Suarez | Hamilton | Sainz | McLaren | Red Bull | Williams | 946 |
| Mary Craddy | Alonso | Hamilton | Renault | Toro Rosso | Ferrari | 924 |
| Donny Allen | Ricciardo | Stroll | Red Bull | Williams | Ferrari | 888 |
| Helen Davies | Hamilton | Vandoorne | Force India | Renault | Red Bull | 878 |
| Andrew Moss | Alonso | Vettel | McLaren | Red Bull | Williams | 855 |
| Bob Bull | Ocon | Verstappen | Force India | McLaren | Mercedes | 814 |
| Richard Reynolds | Alonso | Raikkonen | Red Bull | Williams | McLaren | 808 |
| Audrey King | Hamilton | Verstappen | Renault | Williams | Williams | 790 |
| Sharon Reynolds | Stroll | Vandoorne | Force India | Red Bull | Sauber | 717 |
| Michael Davis | Vandoorne | Vettel | Force India | McLaren | Haas | 642 |
| Mal Allen | Alonso | Hamilton | Force India | McLaren | Williams | 635 |

Marshalls Championship Final Standings

| Position | Name | Total | No of events | Organised or marshalled? |
|----------|----------------|-------|--------------|--------------------------|
| 1 | Nick Wood | 11.00 | 4 | Yes |
| 2 | Matt Johnson | 9.00 | 3 | Yes |
| 3 | Bob Bull | 8.00 | 3 | Yes |
| 4= | Ralph Colmar | 7.00 | 3 | Yes |
| 4= | Alan Spencer | 7.00 | 3 | Yes |
| 4= | Tim Murray | 7.00 | 3 | Yes |
| 7= | Martin Emsley | 6.00 | 2 | Yes |
| 7= | Chris Thompson | 6.00 | 2 | Yes |
| 7= | Jo Mowat | 6.00 | 3 | Yes |
| 7= | Jim Mowat | 6.00 | 3 | |
| 7= | Ben Bishop | 6.00 | 2 | Yes |

Clubmans Championship Final Standings

| Position | Name | Total | No of events | Organised or marshalled |
|----------|----------------|-------|--------------|-------------------------|
| 1 | Andy Moss | 15.96 | 6 | Yes |
| 2 | Alan Spencer | 14.42 | 6 | Yes |
| 3 | Tom Thompson | 13.87 | 5 | Yes |
| 4 | Pete Goodman | 12.92 | 4 | Yes |
| 5 | Chris Thompson | 12.87 | 4 | Yes |
| 6 | Nick Wood | 10.46 | 4 | Yes |
| 7 | Ralph Colmar | 7.14 | 3 | Yes |
| 8 | Ben Bishop | 6.58 | 2 | Yes |
| 9 | Sue Brown | 5.14 | 2 | Yes |
| 10 | Sam Thompson | 3.50 | 1 | Yes |

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.

Notice of AGM Monday 10th December 2018

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Allen Trial 25th November



Winner Mal Allen checks tyre pressures.



Photos Andy Moss

Morehampstead Motor Museum October 7th



1924 AC Anzani



1934 3 1/2 litre Derby Bentley



1950 MG TD (FOR SALE !)



1959 Berkeley T60



1967 Hillman Imp



1968 MGC GT



1970 Ford Lotus Cortina



197? FIAT 500R

HSCC Silverstone October 22nd



Charles William Harrison Mallock Mk21



Ray Mallock U2 Ford Mk2



Gaius Ghinn Ralt RT3



Michael Lyons Lola Chevrolet T400



Richard Tarling Janum T2



Ed Glaister Ford Anglia 100E



Gregory Caton Lenham P69



George Douglas Ginetta G16

Editor's 2018 Club Highlights



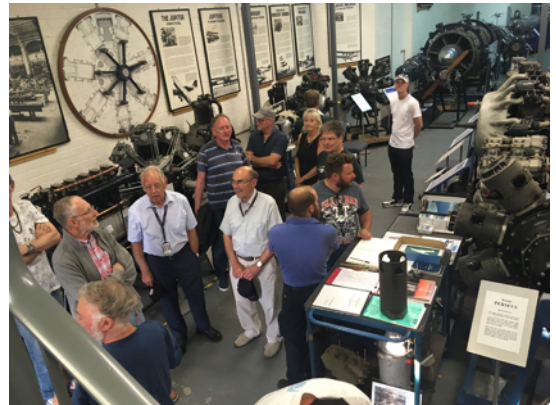
Martin Emsley's Brightside Auto Solo Briefing



Interclub Skittles



Spring Treasure Hunt



Rolls-Royce Heritage Trust



Ace Classic Tour



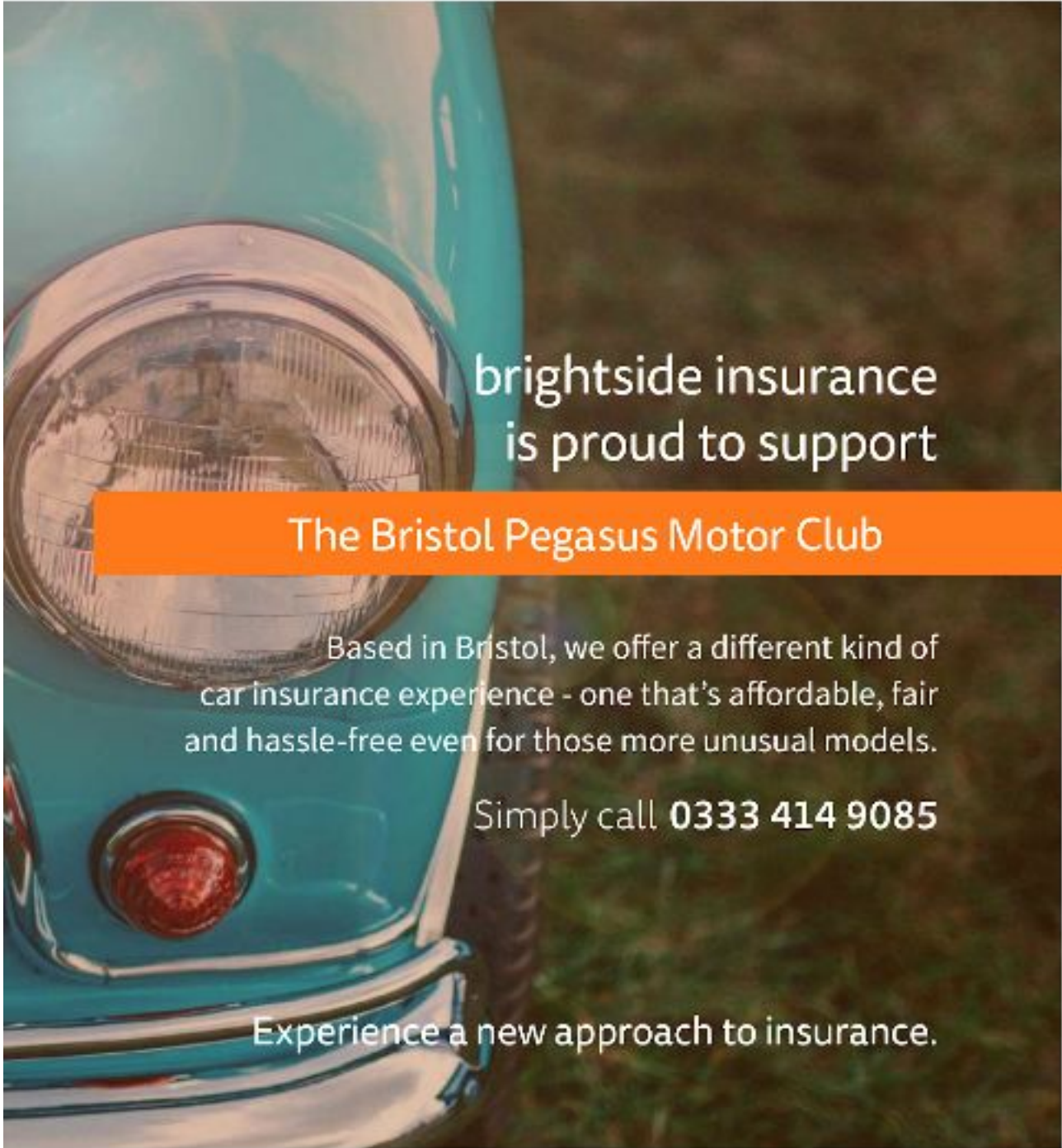
Evening Car Tour



2nd Pegasus Charity Tour



An evening with Duncan Pittaway



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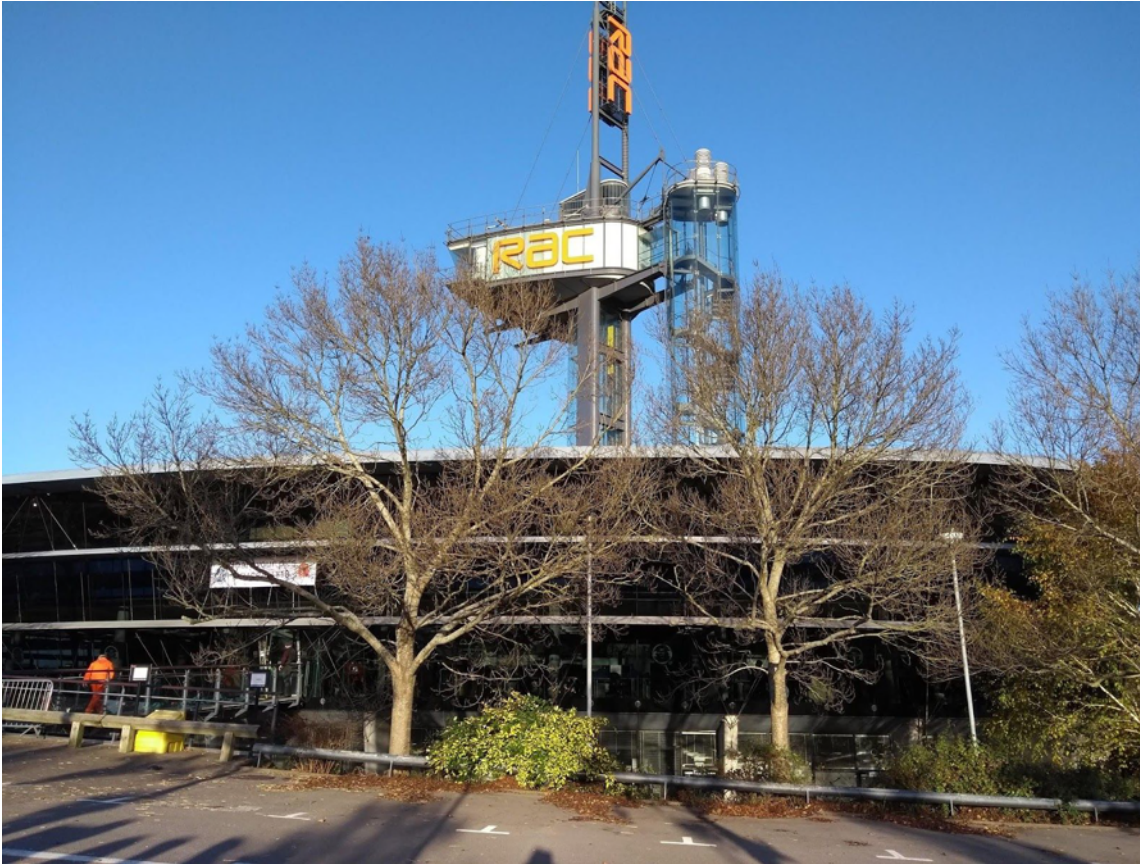


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Backfire Bitz By Andy Moss

Finding myself on my now regular train journey to work with some time to waste I have decided to try and write something for Backfire. How regular my contribution proves to be will remain to be seen and of course it won't compare with the excellent column that Phil Jones writes but here goes



First of all I thought I would say how much I enjoyed our involvement in the RAC Rally of the tests. Chris Thompson put a lot of effort into organising this and the rest of us who turned up to help

benefitted by seeing some really interesting cars having a blast around our regular autosolo venue at Aust. The layout of the test gave us a few ideas for our own event, although fully prepared rally cars can get away with some things that would be allowed by autosolo rules

If you fancy a blast around the same venue the entry forms are out for our Christmas Autosolo. You really can have a good in any car and the entry fee of around a tenner must be the best value Motorsport around.

Having enjoyed the Sunday morning tests myself and Chris went to the RAC building in Bradley Stoke where the cars returned later in the afternoon. With such an entry on our doorstep it seemed rude not to.

I am looking forward to competing in my first Classic Trial for a while as myself and Club website guru Richard Reynolds have an entry in for the Allen trial. This has encouraged me to get the Marlin out the garage and get it through the MOT which had lapsed earlier in the summer. Fortunately there were only a couple of minor

things to sort out, The Allen is one of the events I always try to do and it is sure to be a good one again. By the time Backfire is published it will be too late to spectate but if you fancy a fix of winter Motorsport watch out for the Cotswold Clouds around Nailsworth in February.

I recently was unfortunate enough to have someone attempt to break into the lock up garage where one of my cars is stored.

Despite a substantial “garage defender” being fitted they used the cover of a noisy bonfire night to ram the garage door. Unfortunately for them my trailer was right up against the door and having failed with my garage they quickly moved on to the next door one which proved more successful for them. Needless to say I have a few ideas to make things more secure should they try again. Having had the same garage for quite a few years this is the first problem I have had but a shame that there are some nasty people out there, who I suspect often cost people more in repairs than anything they actually steal is worth. Make sure you all keep an eye on your cars over the winter !



Finally I was interested to see the MSA have rebranded as Motorsport UK - it seems a popular thing to do these days, but from what I can see they are doing so to try and raise the profile of the sport while also moving from being “just” a governing body to being a focal point for Motorsport and providing better support to its member clubs. Hopefully it will work, it seems a step in the right direction.



BPMC 2018 Events Calendar

| Date | Event | Location |
|--------------|--------------------------|----------------------|
| Mon 10th Dec | AGM Buffet & Prizegiving | BAWA 8pm |
| Sun 30th Dec | Autosolo | Brightside Aust Svcs |

BPMC 2019 Events Calendar

| Date | Event | Location |
|----------------|------------------------------------|----------------------|
| Mon 11th Feb | Club Night | BAWA 8pm |
| Fri 15th Feb | Nav Ex | |
| Mon 11th Mar | Club Night | BAWA 8pm |
| Sun 17th Mar | Spring AutoSolo | |
| Mon 8th April | Club Night | BAWA |
| Sun 28th April | Cross Trophy Production Car Trials | Dundry |
| Sun 6th May | Spring Treasure Hunt | 10am TBA |
| Sat 11th May | Llandow Sprint | Llandow |
| Mon 13th May | Club Night | BAWA |
| Sun 3rd June | ACE Classic Tour | |
| Mon 15th July | Evening Car Tour | 7pm TBA |
| Sun 11th Aug | Summer Treasure Hunt | 10am TBA |
| Sat 17th Aug | Track Day | Castle Combe |
| Mon 9th Sep | Club Night | BAWA |
| Sun 22nd Sept | Pegasus Charity Tour | |
| 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 |

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

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2018

| | Note | 2018 £ | 2017 £ |
|---|------|--------------|--------------|
| FIXED ASSETS | | | |
| Tangible Assets | 1 | 11370 | 11370 |
| CURRENT ASSETS | | | |
| Stock for resale | | 637 | 720 |
| Prepayments and Accrued Income | | 20 | 0 |
| Reserve (BAC MC) Account | | 19120 | 19120 |
| Cash at Bank and in Hand | | 9081 | 7177 |
| Event Float | | 0 | 65 |
| | | 28858 | 26434 |
| CREDITORS | | | |
| Amounts falling due within one year - | | | |
| Sundry | | | |
| Accruals and Deferred Income | | 1228 | 496 |
| | | 1228 | 496 |
| NET CURRENT ASSETS | | 27630 | 26586 |
| TOTAL ASSETS LESS CURRENT LIABILITIES | | 39000 | 37956 |
| Represented by: | | | |
| CAPITAL AND RESERVES | | | |
| Balance brought forward | | 28186 | 27507 |
| Revaluation Reserve | | 9770 | 9770 |
| Net Surplus/(Deficit) for the year | | 1044 | 679 |
| | | 39000 | 37956 |
| I certify that this is a true copy of the balance sheet approved by the board. | | | |
| For the year ending 31st October 2018 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies. | | | |
| The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts. | | | |
| These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime. | | | |
| Ben Bishop | | Treasurer | |
| 5th November 2018 | | | |

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2018

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

3 TAXATION

2018

2017

£

£

Based on results for the year:

Corporation Tax

570

496

Rate 19% 1/11/2017 - 31/10/2018

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

Pegasus Sprint 2018



2018 Club Committee - Your chance to get involved

We are coming towards the end of the year, when new opportunities beckon. Elections for elevation to the Club Committee will take place in December, so this is your chance to make your bid to hold one of these coveted positions.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities. You will be made very welcome by the current friendly committee members. Those who are currently on the committee have a lot of laughs and find it a very rewarding activity.

To get involved, sign on the dotted line below

Nominations for the Board of Directors

To join the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.

| | | |
|-----------------|-------------|------------------|
| Position | Name | Signature |
| | | |
| Proposer | Name | Signature |
| | | |
| Seconder | Name | Signature |
| | | |

Backfire



Nick Woods and Chris Thompson attended the HSA awards representing the club.

Jointly with Bristol MC we won the best organised 2018 event award, for the Llandow Sprint. Thank you to all those involved with the event, the trophy will be at our AGM on the 10th Dec.