

Backfire

Bristol Pegasus Motor Club Magazine



Martin Bakers Rover P6 at the last Steam and Petrol meet of the year Photo Chris Hartnell



December 2022

Bristol Pegasus Motor Club

Club Motorsport at its best



**Recognised
Club**

Member of:
Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

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Website – www.bristolpegasus.com



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



Photo Gallery – gallery.bristolpegasus.com



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Facebook Group – [bristolpegasus.com/facebook-group](https://facebook.com/bristolpegasus-group)



Instagram – www.instagram.com/bristol_pegasus_motor_club

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We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

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

Nick's Natter



Yet another busy month for motorsport! I went to Castle Combe for the final meeting of the year and watched some excellent racing which was then followed by our own Pegasus Sprint. It was good to see so many club members new and old competing and marshalling. It was a well run event and everyone enjoyed themselves. Even the weather was kind to us and we have had lots of good feedback. A special thanks must go to Chris Thompson & Cherry for all their hardwork organising the event, without them we wouldn't have had a sprint. I'd also like to thank Richard Reynolds for his patience with the online entries & refunds.

A few of us met here in Lydney to go and listen to No Parkin again as we enjoyed them so much at the Anniversary Bash; they were as good if not better.

I then went to Flame & Thunder at Santa Pod for a thoroughly enjoyable day. And then it was the last Breakfast Meet of the year which was very well attended despite the weather.

Don't forget the AGM on the 12th December.



Nick Wood

Editorial

Welcome to December's edition of Backfire.

November has been a relatively quiet month with a small reunion of MX5 owning friends, from my March trip to Scotland, at Caffine 'n' Machine just outside Stratford upon Avon being the highlight, though this month's committee team meeting was a close second.

By the time you read this, but to late for press, Duncan Pittaway will have given his talk on the clubs return to BAWA, I trust a good time will have been had by all.

Our forthcoming event at BAWA on December 12th will be our AGM, details of the clubs annual accounts and how you might like to get involved with the club are contained in this issue of Backfire.

Dates for next year's events are beginning to come in and have been posted in the Events Calendar at the back of this issue.

This month's really good news is that our long serving membership secretary Bob Bull has stepped forward to take over the distribution of around 70 printed copies of Backfire per month from January so Backfire will continue its printed edition for the foreseeable future. Thanks Bob and thanks to Nick Wood and Cherry Robinson for keeping the magazine in circulation in recent months.

In this month's issue I conclude my how to get started in motorsport. If anyone would like to write about other ways to get started for example through karting, motorcycling, drag racing and or circuit racing please drop me a line.

Thanks for contributions to this month's issue from Martin Emsley, Rob Ford, Chris Hartnell, Phil Jones, Tim Murray, Richard Reynolds, Cherry Robinson, Ken Robson, Tony Smith, and Nick Wood.

Incredibly it is time to wish you all another Merry Christmas, a pleasant season of goodwill and all the best for the New Year !



Ralph Colmar

Events

Notice of AGM - Monday 12th December 2022

The Annual General Meeting of the Bristol Pegasus Motor Club will be on Monday 12th December 2022 at BAWA Leisure Centre, Southmead Road, Bristol, 8.00 p.m.

Details including committee nomination forms see back pages of this issue.

Sunday 23rd April Production Car Trial



This will be held at our usual venue Duncan's farm Dundry. Entry details to follow.

Sunday 30th April Breakfast Meeting



Our breakfast meetings will resume at Dean Forest Railway 9am.

Invitations

Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

6 DEC **Chris Witty transforming from child actor to Motor Sport Journalist 2023.**

9 JAN, Racing driver & A.R.D.S. racing driver trainer **Paul Taft.**

7 FEB, Lotus Guru **Miles Wilkins.**

7 MAR, Racing driver and LOTUS 25 F1 racing car driver **Andy Middlehurst.**

4 APR, British.Racing.Drivers.Club. Guru **Ian Titchmarsh.**

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

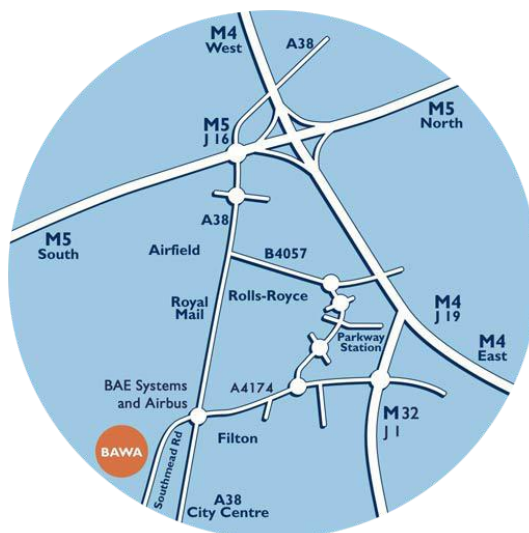
589 Southmead Road, Filton, Bristol, BS34 7RG



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 7.30pm, 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 on Monday 12th of December. Meet 7:30pm for an 8.00pm start of the AGM.

Petrol & Steam Sunday 30th October



Photos by Chris Hartnell

Memories of Ted Williams

Our paths crossed on a number of occasions and I recall the big grin and 'dear boy' greeting, I always saw him cheerful and having a ready laugh.



Weston Speed Trials October 1980 and being in awe of seeing an F1 car being run, probably for the first time in my life, Ted and son Mark were running a Hesketh 308E with a 3300cc engine, from the results, I found, Mark took 1st in class, maybe overall too. Looking back at the programme I was amazed at the names of people who were competing that day, maybe subject of an article at a later date, also the history of that particular Hesketh would be interesting.



1982 at Castle Combe and the Formula Libre being the last race, seeing Ted in the mighty March 707 on a chicane free, bumpy circuit, the noise and grunt on the straight bits and I think a very well driven clubmans car challenging in the corners, I was captivated by the great red beast.

In 1985 when I was working at Luccombe Garage I had most contact with Ted, he used to bring cars from his Redland Motor House business for MoT or repairs. One day when delivering a car he took me into the yard where there was a line of white Rover SD1's V8's, ex Merseyside police; they had uprated suspension and brakes apparently, for £1,000 I could pick whichever one I wanted and drive it away, regrettably I declined. Though I did get to drive several of them including one which I took to a Gearbox specialist near Portland Square, on the way I wondered what the two bare wires were by my knee, soon found out, the siren was still fitted and made a wonderful noise down Gloucester Road and into St Paul's.

I don't recall what was wrong with the 707 but Ted asked me to pop down in the lunch hour, no idea where Ivor, his mechanic was, anyway the racer was suspended enough so I could get underneath, sump and cylinder head already removed I undid the big end bolts and carefully removed the required piston and rod. This resulted in an invitation to go testing with them, "bring a helmet" at Oulton Park ahead of a race meeting. So early one morning we piled into a motorhome with car on trailer. After a few rapid laps Ted came in to declare he was happy with the car, told me to put on my helmet, a motorcycle one without a visor, and to carefully climb aboard; no seat or belts, I held onto the rollcage, the brief being I was trying to diagnose a sticking throttle. Off we roared, never before experiencing such acceleration, of course we were not at full speed even so into the turns and braking I was struggling to hang on, and my eyes started watering, very exciting. All too soon it was over and we returned to the pits, I was grinning ear to ear, loved it.

I seem to recall we took the rig to a friend and parked it up then all piled into a Mk2 Astra GTE, first car I had come across with a digital speedo, was propelled rather rapidly down the motorway to a damn good pub, I think near one of the hillclimbs and Ivor being rather miffed that they didn't do chips and later Mark Williams getting involved with lifting a 'barrel' above his head.

Of course, we had some great club evenings with Ted, he was a good raconteur, he also seemed to change race cars almost as often as our chairman changes his road cars, was always a pleasure to spend time with him at a race meeting especially Silverstone Historics.

RIP Ted

Martin Emsley

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

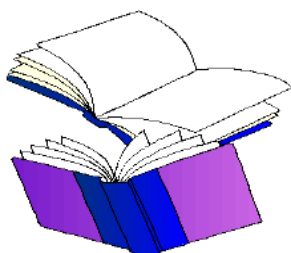
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencerATgmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:

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



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Three of the longest hillclimb venues in the UK - All on closed public highway roads



The organising team are working on the 2023 event and enquiries for information regarding marshals, prospective competitors and championships are welcome.

Register your interest now for this unique event by email to:

entries@manxmotorracing.com

Manx Motor Racing Club will forward event regulations, information for marshals and entry/event details immediately they become available

<http://www.manxmotorracing.com/>

It's an uphill struggle....

Where did my Anus go?

My Latin spelling was never that strong, but anyway, hasn't the year gone quickly?

I often rue that classic events are a long drive away – nothing local. And then Lloyd noted on 'Faeces Book' that a local pub was hosting a classic car gathering, so off we went in the Elan. And it was brilliant, with 45 cars attending on a lovely summer evening.



Referring to the green goddess in the picture, I was going to ask...'when did you last see one of these,' meaning 'Granada Coupe'. However, this was a Consul L Coupe and I have never seen one before. The differentiating point being the Granada Coupe has flat rear side window edges, but this Consul had a bit of Coke bottle going on – more like an Opel Commodore Coupe. Never let it be said that anything I write is even mildly educational. Anyway, it was a grand evening.

Once done with that, it was up to Loton Park for a round of Lloyd's MAC championship. It was absolutely sweltering so, by Sunday evening, I had just about ground to a halt. Luckily, the Marcos didn't and Lloyd won his class on both days, though the second practice on the Sunday was decidedly brown trouser, with a lairy fishtail down the hill towards Triangle. Wish I had taken my cushion with me so I could have peeped round it. It's OK doing it, but it's not nice watching.



Back in the garage, I worked through the list of 'the latest Scrutineer findings' and then spotted that the front suspension bushes were looking a bit tired. It's not a difficult job with Triumph Spitfire front wishbones but, as always, things are never

quite as straightforward as we would wish, are they? Lots of time was lost making ad-hoc tools to press the bushes, but we got there.

Meanwhile, I had been thinking about replacing my beloved Jeep SRT. Its 5 and-a-bit years old with 56K on it. Current fuel prices are eye watering for everyone but imagine 20mpg (17 when towing) to go with it!

On a recent trip to Norfolk, we 'accidentally' stopped by a Toyota dealer to look at a Landcruiser. I love them, but I couldn't convince myself that I should return to the black pumps. They did offer a cracking deal on the Jeep though. We tried a Mazda CX60, but neither the C.O nor I could get on with the PHEV part – one minute 'milk float' electric and the next a 4-cylinder engine flaring up out of nowhere from stone cold. Who's driving this bloody thing? Lovely build and interior though and I do like Mazdas in general. A Range Rover Velar was lovely to look at- and had a spare wheel – but somehow it didn't feel like a Range Rover to me. Might have been the 4-pot diesel in the one we tried.

Next up we acquired the latest Subaru Outback to cruise about in for a few hours. It has a 2.5 litre NA flat four petrol – not a lot of power or torque, but Subaru tries to disguise it with a CVT box, which I have never taken to in the past. But, as it happens, it was lovely. Not fast, but very refined with a marvellous ride on its 60 profile 225 tyres. I couldn't find anywhere 'off road' to test its capabilities but the ground clearance is only 2mm less than a Landcruiser. That's a surprise, isn't it?



The Prescott 'Wheels' gathering in August was held on a Thursday evening under cloudy skies, but over 80 cars (and a few bikes) arrived. Oddly, it was on the very same night as MAC's 'Cars in the Valley' and The Classic Motor Hub's coffee gathering. Seems everyone is at it.

I was on the gate trying to be useful and it was exciting not knowing what would arrive next. A nice couple in a 70's Silver Shadow glided up and I congratulated him on handing over paper tickets, which seemed appropriate for the car. I would have been disappointed if he had flashed a QR code on a phone. On display was a superb Lancia S4 Stradale – epic.

It was a lovely run up in the Elan Sprint but, by the time duties were over, it was dark and starting to drizzle, so the M50, lit only by Lotus candles, was not so much fun. Horses for courses, Rodney old son.



The last-but-one round of the MAC championship for Lloyd was at Curborough. For me, the big win was being able to go and dine at an old haunt, Ye Old Dun Cow in Colton, near Rugeley. I used to frequent that pub back in 2014, when I was based up in Rugeley working for Amazon. How time flies. It hadn't changed and the food was exceptional. If you ever do Curborough and stay nearby, I recommend this little eatery.



For Lloyd it was a hard-fought class that ended with a win. It was a super day all round.

Bringing up the rear...as it were...was the excellent Pegasus Sprint at Castle Combe. I am still trying to come to terms with the fact that we didn't get soaked all day.

A class of modern Caterhams, on sticky track day tyres, suggested to us before we even arrived that a 1965 wooden Marcos on period road tyres was – sort of – in the wrong class to be competitive. But, as it happened, with the conditions being 'moist' early on and the Marcos (and Lloyd) running well all day, it was, surprisingly, not that far behind in the end.

The interesting thing is that the 1800GT finally equalled a time set by the old 4.6 litre Ford V8 powered Mantis. Up until then it had been close, but a little slower.



The observant will note that we hadn't switched the VBox track layout from Curborough (it was also in KPH), but I noted 100mph, or a little over, in 3 places around the Combe – the approaches to Avon Rise, Tower and Camp. But those 4-year-old classic Pirellis have had their day and it's crying out for some proper boots next year.



With that, all that remains for 2022 is to send very best wishes for health and happiness to you and yours. See you next year!

Jones the Speed

PS: And last month's mystery headlight was from a ...Fiat Argenta. I haven't seen one of these for at least 20 years, but I got quite excited about it at the Silverstone Classic. I have been a Fiat enthusiast since about 7 years old and even a mundane Argenta gets me worked up. Glass of water and a chair for Mr Jones please...



Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 850 Members in the group
- Breakfast Meeting Photos
- Photos from The Pegasus Sprint
- Event invites
- Items for sale



NEW : You can now view the group without Joining facebook.

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

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.

Motorsport UK RS Clubman licence



Renew or Apply for your free 2023 Licence now !

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is 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.

Online Application for the FREE RS Clubman licence begins here:-

<https://rsclubman.motorsportuk.org/>

50 Shades of Red

Approaching Adenau the topography was becoming more extreme, the town was full of motorcyclists enjoying the sun at the numerous establishments in the town. Before the climb up to Nurburg itself I stopped at a garage to put a couple of gallons in the tank for two planned evening laps round the 'ring', the E5 on offer was advertised as 102 octane !



I checked into the same Ring Inn hotel as on my last visit in December 2019 and got a couple of hours rest before the track opened at 17:15.



When I first heard about the evening sessions at the 'ring I was a tad apprehensive that there would be enough daylight to see where the track went but I need not have worried it was the end of a beautiful day when I got there. The car park by the entrance to the track was packed in contrast to my two previous early morning visits in December.

Similarly Madge made a stark contrast to my two previous steeds LYL my 16 year old 1976 Volvo 240 DL, albeit with a B23 engine and the Millenium Falcon a C180 hire car, neither of which I was prepared to drive at much above walking pace for fear of 'binning it'. This time I booked two laps, one to refamiliarise myself with the layout and one to go a bit more gung ho, I thought about booking a third but decided I really wanted to go home in the same vehicle I arrived in.

There is a barrier system onto the track and not for the first time on this trip I approached on them on wrong side, a chap kindly came over and put my ticket in the slot to raise the barrier and I was off hurtling along the 1 km straight towards

Tiergarten, checking my mirrors I saw what looked like another silver MX5 some considerable distance behind me but otherwise all clear. By the time I had passed the pits and got to Hatzenbach I was being swamped by BMW's, Porsches, a hot Seat Leon and who knows what else.

As per the rules I duly indicated right and let the whole lot through on the left. A few more cars passed by the time I got to Quiddelbacher Hoehe but my confidence was building rapidly despite being regularly overtaken and I managed to get Madge up to a ton on the long downhill sweep from Flugplatz to Ahremberg and again on the steeper sweep from Ahremberg down Fuchsroehre, and back up to Ardenauer Forst. Mindful of the fact that on both of my previous visits my steeds have got a bit squirrely through Ardenauer Forst which is notorious thanks to Youtube I took it easy through this section and was surprised how much more sure footed Madge felt because I slowed enough on my approach to moderately accelerate through the whole of the section.

From there it was down hill through the insane Metzegefeld, Kallenrad and Wehrseifen and over the bridge at Ex-Muehle section where there are a couple of triple apex corners to be negotiated all while keeping right and letting the real kamikazee jocks pass on the left. Somewhere on the way down I noticed the 70kph speed limit sign, to slow traffic in anticipation of rescue vehicles joining the circuit at Ex-Muehle, but I was too busy looking for apexes and in my mirrors to have any idea what speed I was doing.

The next 4 miles are all uphill, through Bergwerk I noticed several photographers, including S B Pics from racetracker.de who took this one, perched on the cliff face close to where Niki Lauda had his fiery accident. I pressed on and was pleased to notice the silver MX5 was not gaining on me as we climbed up through Kesselchen, Klostertal towards the Carraciola - Karusell.

After checking my mirrors and noticing the silver MX5 closing I did not hesitate to pop down to the inside line which was both bumpy and slippery but I popped out just like Derek Bell had shown in a youtube clip driving his 962 filmed in the mid 80's.

The silver MX5 was still behind when we got to Hoehe Acht, by the time I got through Wipperman, Brunchen and Pflanzgarten I had picked up a fair amount of speed but insufficient to worry about going airborne at Sprunghuegel, which on my first lap I went through alone, see photo NurburgLivePics, racetracker.de while on my second I was passed by a Porsche that made me feel like I was standing still.

Between the Bellof S and Schwalbenschwanz I let the silver MX5 pass before entering the Kleine Karussell. Everyone then slows on the Doettinger straight to leave the track.

I pulled up and greeted the Spanish occupants of the silver MX5, there was nowhere obvious to pull in so I went straight over to the circuit entry for my second lap. This was a little smoother and felt a little faster, though I doubt I spent much time on the racing line as there were plenty of faster cars to look out for.

Going into Ardenauer Forst I was passed at close quarters by a lowered Suzuki Swift fitted with a cage and seemingly prodigious amounts of horsepower as I could not catch it. Emphasising how the Touristenfahrt cater for all sorts and abilities, going up towards the Caracciola Karussell I passed a colourful bewinged Civic from Luxembourg which strangely struggled to keep up with me for the rest of the lap.

After leaving the track I found a spot to stop and take it all in. Parked next to me was a BMW 3 series from southern Germany, the passenger kindly asked if I was alright and offered me a cigarette. I had not had one for years but gladly accepted and noticed my hands were shaking as I tried to light it. In the space of half an hour I had covered 28 of the most exhilarating miles I have probably ever driven, soberingly as much tracktime as my combined year competing in 2022.

Madges tyres were still warm and sticky as I left the circuit and went down to Adenau to fill up with Aral's finest E5 102 in preparation for the following days adventure. As the sun set on Schloss Nurburg I had a mixed grill followed by apple strudel with cream and ice cream at the Nurburg Inn before retiring to the Ring Inn for the night.



Beginners Guide How To Get Started In Motorsport Part 2

Last month I looked at how to get started in motorsport at some basic levels for which the most basic RS Clubmans licence is required from Motorsport UK.

A free RS Clubmans licence is also required for both driver and navigators for competitors in Treasure Hunts, Navigation Exercises and 12 car rallies. These events run on the open road and require passengers to help with reading directions and spotting clues in the case of Treasure Hunts, or reading ordnance survey maps and spotting clues in the case of Navigation Exercises and 12 car rallies.

In all three types of events competitors must obey the Highway Code and speed limits at all times. The use of fog lights is prohibited for events run at night.

The next level of competition, sprinting and hill climbing requires an RS InterClub licence costing £74, for 2023 this can be applied for using the form on this link :- <https://www.motorsportuk.org/wp-content/uploads/2022/11/Motorsport-UK-2023-Entrant-Application-Form-RB.pdf>



At its simplest sprints, run around part or whole circuits often used for racing and or trackdays, and hillclimbs run up tarmac surfaces with an overall uphill gradient, both can be competed in using an unmodified, taxed car with an MOT, with stock suspension standard road tyres and all interior fixtures and fittings present.

Fire Extinguishers and MUK compliant roll cages and harnesses are highly recommended and drivers must wear MUK compliant fireproof overalls, helmet and fire resistant gloves. Driving boots and fireproof underwear are recommended. When getting your RSInterClub licence you will be sent a PDF with all the regulations known as the Blue Book, this details all specifications of the safety gear.



When I started sprints and hillclimbs, 3 seasons ago, I spent £300 on a new helmet, £250 on a new fire suit and gloves and £100 on a pair of driving boots. I will be using them for a fourth season next year. I happened to have a fire extinguisher in stock from a previous employer and splashed out £30 on a lightweight bracket for it.



Entry fees for events run at £120 - £180 for which competitors will usually expect to get four timed runs. The first and sometimes 2nd will be called practice with the remainder counting towards a final result.

Driving Madge 10,000 plus miles a year on the road and competing in up to 8 events in a year, often sharing Madge with Dave Cooper has not significantly increased her annual running costs. The Michelin tyres I am using appear to be good for at least two years, because of the extreme day mileages I do outside competition, sometimes 500 to 1000 miles in a day, I tend to over service her with oil filters and plug changes every six months and new pads all round every 12 months.



Beyond that I use gaffa tape, white to contrast with the paint, if you are worried about patina other options are available, to make up the competition numbers and two clearly identified towing straps or eyes are required one front and t'other back. A friend, Peter Connew, keen on 3D printing, kindly fashioned a timing strut for me.

Additional costs included fuel to and from venues and overnight accommodation which I use when venues, that open at 06:30, are more than two hours drive away. Not being a keen camper I use airbnb or cheap hotel deals. Many trailer their cars behind wobble wagons which offer a degree of warmth and comfort over the cheapest accommodation option, a tent.

Having a licence, acquired safety wear and got one's car prepared entries for events at Llandow and Castle Combe can be found on the clubs website. Once entered you receive instructions about signing on, online or in person on the day, and briefings, new drivers to a venue will be given a separate briefing on what to expect.

Marshalling for several years before competing introduced me to the Classic Marques Speed Challenge, thanks to Phil The Speed Jones, which appeals because it is a nationwide series run on a handicap basis by the Classic Marques Sports Car Club. Membership of the club and entering the championship costs around £60 and there are over 30 events to choose from with eight best results to count. One's results must include a minimum of one sprint and one hillclimb.

At the start of each year the club organises a power and weigh day with a rolling road in Northampton where for £100 competitors and their cars get weighed and the rolling road determines one's vehicles horsepower which along with tyre type get factored into one's handicap. I made no alterations to Madge and so have only had to do this the once. In my first year, interrupted by Covid, I did a couple of events at Shelsley Walsh, one at Goodwood and our own Pegasus Sprint at Castle Combe.

Last year I did events at Curborough, Loton Park, Goodwood and the Pegasus with non championship events at Llandow and Brighton Speed Trials. This year I managed eight events at Prescott, Llandow, Lydden Hill, Shelsley Walsh, Harewood, Wiscombe, Trac Mon and Castle Combe and I have loved every minute of it even though the challenge of going a little faster on every run has often been beyond my capability. If I had greater funds I might have refreshed Madges suspension bushes, shocks and springs which might have seen me make a little more progress, but otherwise I have been enjoying a no drama approach to competition at a price I can just about afford with as friendly a bunch of competitors as one can wish for.

If you have any further questions on how to get started, please just ask.



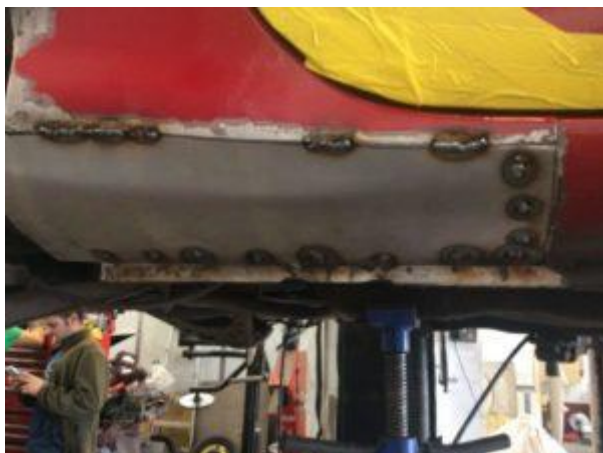
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e-mail :- info@sghbodyworks.co.uk

or website:- <https://www.sghbodyworks.co.uk/>

SGH Bodyworks Unit 4-5,
Beehive Trading Estate, Crews Hole Rd, Bristol BS5 8AY.

Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Singapore GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1689
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1689
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	1517
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	1504
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	1486
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	1486
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	1382
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	1370
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	1353
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	1339
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	1316
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	1216
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	1203
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	1197
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	1185
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	1170
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	1152
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	1106
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	1096
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	1073
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	1066
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	1062
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	1040
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	1040
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	1017
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	1012
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	939
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	912
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	824
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	793
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	791
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	755
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	736
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	715

Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	640
Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	636
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	425

Fantasy F1 – Q3 Report 2022

As I write this, there are 4 races left until the end of the season and Max Verstappen now has 2 F1 World Championships. Or does he?

Once again, the world of F1 is embroiled in controversy due to pushing the boundaries by some teams and the total incompetence of the FIA. I do wonder whether the FIA went to the same competence training centre as Liz Truss and her Government of 44 days. You may recall that last year Michael Masi of the FIA did not apply the rules correctly which handed the F1 Crown away from Lewis Hamilton and to Max Verstappen.

It has now transpired that the Red Bull team overspent the budget set by the FIA in 2021 so contravened the rules which all the other teams abided by. In my opinion, a clear breach of the rules in which their driver won the F1 world championship should be punished with both the driver and team being disqualified. This would rightly hand the 2021 Championship to Lewis Hamilton. Have the FIA applied the rules and acted swiftly in a fair and just manner. Of course not!

It was said in the past that FIA also stood for Ferrari International Assistance as they always seemed to come down in favour of the Italian team. Now it should be renamed as Red Bull International Assistance, but RBIA doesn't roll off the tongue so well. Although their final decision has not yet been made, they are dallying around with the story that less than a 5% overspend amounts to a minor infringement. To put this into context a 5% overspend amounts to \$7million which is a significant amount to overspend and could easily give an advantage over other teams playing by the rules. McLaren have gone further and publicly accused Red Bull of cheating and I would imagine Lewis Hamilton & Mercedes are keeping a close eye awaiting a final judgement from the FIA. If that judgement is anything other than Red Bull being excluded from last year's championship, I can see lawsuits flying before the ink has dried on the paper.

One has to question how this could be such a mess for the worlds premier motor racing championship and it can be summed up in 3 words – incompetence, corruption and politics. Much the same as the scandal that emerged at FIFA the world body running Football, the FIA are never far from controversy. The actions of Michael Masi which handed the championship to Max Verstappen last year were clearly wrong, but they did not reverse it. Now it transpires that by the team overspending he was driving an illegal car, but will they put things right? Answers on a postcard on that one. It seems endemic that any major organisation be it the FIA, FIFA or the current Conservative Party end up mired in some form of bribery, corruption & politics, or perhaps all 3.

Racing is exactly that and all races should be won on the track not the courtroom. In order for that to happen the rules need to be clear and they need to be applied justly and correctly. It's not difficult but somehow they conspire to muddy the waters and destroy the integrity on which the system should be built. We await the final decision but I am not hopeful.

If the FIA do exclude Red Bull from last year's championship, will they consider the knock on effect to the BPMC Fantasy F1 Championship? Will the results have to be recalculated and the points recalculated which may mean that prize money and the prestigious trophy have to be handed back? I would suggest not which is another example of how the FIA don't think these things through.

There is also the cloud of the abysmal running of the Japanese Grand Prix. This GP is almost always wet as they hold it in the middle of their monsoon season. Whilst it may make for any interesting wet/dry race it does nothing for safety and this year we once again saw a recovery vehicle on the track at the same time as cars were travelling at full speed. Identical circumstances to those which took the life of Jules Bianchi only a few years ago. It seems that lessons are not being learnt on safety to add to the controversial way the rules are applied.

The F1 Championship for 2022 has been decided in favour of Max Verstappen. His driving this year has been a class above all the other drivers, and it doesn't seem to matter where he starts on the grid, he can come through and take the win. Much like the winning team in the 2022 BPMC Fantasy F1 Championship will be won by Chris Thompson & myself. I will leave any further comment about Ralph's team of donkeys (lots of material there) and all the other entrants in this year's Fantasy F1 Championship for the review at the end of the season. In the meantime, 3rd place on the podium is far from certain with Andy Moss, Joe Robson, Martyn Davies and Sam Thompson all in the running.

All I can say is enjoy the remaining 4 races of the season, but please don't put any money on the FIA becoming an efficient, well organised, smooth-running machine anytime soon.

Ken Robson

RIP Simon Arron 1961 - 2022



Enthusiast, Photographer, Reporter & Editor

2022 Events Calendar

Monday 12th December	CLUB AGM	BAWA
Monday 13th February	Club Meeting	BAWA
Monday 13th March	Club Meeting	BAWA
Sunday 26th March	Breakfast Meet	Forest Dean Rwy
Sunday 23rd April	Prod Car Trial	Dundry
Sunday 30th April	Breakfast Meet & Martin	Forest Dean Rwy
Saturday 20th May	Redline Sports Cars Breakfast Meet	Westbury Wilts
Sunday 28th May	Breakfast Meet	Forest Dean Rwy
Sunday 4th June	The ACE Classic	TBA

Automated Membership System

The system allows 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 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.

For Sale



1937 Ford v8, 4 door. Rhd, UK assembled car. 12v, dynamator, new waterpumps, stainless headers & exhausts, oil galleries cleaned out, waterways flushed, radiator recored, electric fuel pump, electric fan. 7.50 16 rear tyres, 6.00 16 fronts. Located in Bristol £13,000 ono.

Contact Andy Henshall, see
<https://www.facebook.com/groups/853893194654696>

Opportunities to get more involved with Bristol Pegasus

In recent years we have lost a number of long time committee members, and unfortunately it seems harder to find people willing to get involved. Despite the hugely rewarding benefits of being an active member of the club. Demands on all our time is greater than ever. Whilst it is easy to assume “someone else will step up” there is a real possibility that without new faces there will not be a club to be a member of in the not too distant future. As the numbers on the committee have decreased the demands on those remaining increases, which itself leads to the possibility of more people finding the load too much and very quickly a strong club can cease to exist.

Clearly we need to address this issue if we are to provide the range and quality of events we all enjoy. There are a number of roles we need to fill and the best way to do this would be to spread the load amongst as many people as possible, an hour or two each month really can make a huge difference, as can someone offering to get involved in organising a single event.

Below is a listing of some of the things we need your help with.

Committee Roles

Equipment Officer

Could you keep an eye on the clubs equipment, ensuring event organisers have the kit they need when running an event, making sure the kit comes back to the club store after events, help buy replacements for any broken items and make sure everything is in usable condition when it is needed ?

General Committee Members

Would you like to become a committee member without a specific role in mind?

Non Committee Roles

Most of the roles below could be done by someone who is not on the committee but who could give a few hours of time to the club. Perhaps you can't make committee meetings or are not local to Bristol - there is plenty you can help with.

Clubmans / Marshals Championship Coordinator

Maintains the rules and results for club championships, obtains results from all club events and updates a results spreadsheet. These are then published on the club website and in Backfire. We have two championships - Clubmans and Marshals. The job should take no more than an hour or two per month, but needs someone who can keep on top of updating the scores regularly.

Press and Promotion

Ever fancied seeing yourself in print in the local press or motoring magazines ? We need a press and promotion officer to write articles about the club, devise novel ways of promoting the club to new members, prepare leaflets to promote the club and make use of Social Media to get the club to a wider audience.

Graphic Designer

Are you a wiz at creating fancy graphics on a PC ? Throughout the year we are running events and creating things like publicity stickers and merchandise that need graphics, logos and artwork - would you enjoy seeing your work in print ?

Awards Secretary

Could you keep a record of who has won events and order trophies for the AGM. Mostly requires some time in the dark evenings coming up to the AGM.

Lead Marshal

Could you organise marshals for our events, keep records of who has helped in the past and contact them before events to see if they can come along again, help organise marshals prizes and make sure they are looked after at events ?

Backfire Columnists

Want to write a monthly column in Backfire? It could be about cars and motorsport in general, club events or your own motoring and motorsport activities.

Event Organisers

Could you organise a competitive or social event ? Perhaps a summer treasure hunt or help with one of our bigger events such as the test day or a sprint. If few people come forward to help with just one event it will make a real difference.

What else ?

What could we do better, how would you make improve the club, what would you like us to do? We would be happy to hear any suggestions you have to help.

Looking for Venues to hold Bristol Pegasus Motor Club Events

The club are looking for new venues to hold events next year.

These include venues for :-

Autosolo's typically this would be a large car park far away enough from residential area's not to cause a disturbance.

Sprints and Hillclimbs, typically these would again be away from residential areas, old airfields and courses on public roads where there would be a separate return from finish to start could be considered.

If you can think of a possible suitable venue or venues, please get in touch with Nick Wood or any of the other committee members listed on the inside page of the front cover.

Notice of AGM - Monday 12th December 2022

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2022 at BAWA Leisure Centre, Southmead Road, Bristol, commencing 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 2022.

The AGM will be followed by the club's 2022 Awards ceremony.

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 2022. Copies including an income and expenditure statement, will be available for inspection at our AGM on 12th December 2022.”

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB					
BALANCE SHEET AS AT 31 OCTOBER 2022					
		Note	2022		2021
			£		£
<u>FIXED ASSETS</u>					
Tangible Assets		1	11486		11486
<u>CURRENT ASSETS</u>					
Stock for resale			476		591
Prepayments and Accrued Income			340		774
Investment Account			19120		19120
Cash at Bank and in Hand			14758		13404
			34695		33890
<u>CREDITORS</u>					
Amounts falling due within one year -					
Sundry			0		99
Accruals and Deferred Income			982		1560
			982		1659
<u>NET CURRENT ASSETS</u>			33713		32230
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>			45199		43716
Represented by:					
<u>CAPITAL AND RESERVES</u>					
Balance brought forward			33946		32368
Revaluation Reserve			9770		9770
Net Surplus/(Deficit) for the year			1483		1578
			45199		43716

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2021 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.

Martin Baker				Director
5 November 2022				

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB									
NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2022									
<u>1 ACCOUNTING POLICIES</u>									
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.									
<u>2 SHARE CAPITAL</u>									
The company is registered in England, no. 2412971, and is limited by guarantee.									
There is no share capital.									
<u>3 TAXATION</u>									
Based on results for the year:									
Corporation Tax at 19%									
<u>4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS</u>									
<u>5 STAFF COSTS</u>									
The company has no employees. The directors serve without remuneration.									