

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Nick Wood (left) Winner of the 2018 Bristol Pegasus Marshalls Championship. Photo Martin Baker**



**February 2019**

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**Backfire**

Correction Rob Ford is the Lotus Drivers Club area leader and it is this group which has meetings at The Bull Inn at Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

Next up Hugh Chamberlain on Feb 5th, Oliver Winterbottom March 5th and Kevin Wittle April 2nd.

Apologies for any confusion between Lotus Groups.

# Editorial

Welcome to the February edition of Backfire.

Pegasus activities this past month have been a little restricted coming as it does twixt our Decembers Brightside Autosolo and February's Navigation exercise in the Forest of Dean.

Before the navigation exercise, organised by Dick Craddy on Friday February 15th, don't forget there will be a club meeting at BAWA on Monday the 11th.

Fortunately I have managed to get the day off work to take part in this years navigation event, the last time I took part the Golf's horn started activating itself so mindful of not wanting to create a nuisance with the locals or their constabulary I decided to retire from the event and withdraw to the pub at the finish. A self activating horn has to be one of the more unusual reasons to retire from a motorsports event of any description.

Curiously related, over the last couple of weeks I started experiencing self deactivating blues and twos on the ambulance, it turned out the siren had been fitted perfectly to collect moisture and consequently had rotted through and then it turned out the non oem terminal connecting the emergency electrics to the battery had corroded all the way through, if you ever need a good auto electrician I know a top bloke called Chris in Winterbourne.

All long side the usual excitement of driving the ambulance, Madge our MX5 and the Golf I went to Burrington Combe for an IAM event organised by Pete Goodman and found myself parked next to a magnificent Alfa Romeo Giulia Quadrifoglio which belonged to another IAM member called James. He kindly took me out for a very sensible drive round the block in the twin turbo beast which boasts 502hp (twice that of a 30 year old Sierra Cosworth !) and is said to have a 190 mph top speed.

Hope to see you all either at Southmead or in Forest of Dean in the coming weeks.

Wishing you all a safe month's driving



**Ralph Colmar**

## Events Calendar

**Club Night Monday 11th February BAWA 8pm**  
**Social and Scalextric Night**

**Navigation Exercise Friday February 15th 2019**



The February Navigation Exercise has become a traditional early new year event and for 2019 it will be held on Friday 15th February. On this occasion, while returning to Gwent, the route will follow many rarely used roads on the high ground in the south west of the county. A 26 mile route has been planned.

You will need OS 1:50.000 maps numbers 162 and 171. Please arrive with clean maps if possible together with a torch in addition to your normal navigation equipment. There should be no need to leave your car during the event.

Start from the Car Park at Coppice Mawr on the B4235 ref:162/495 942 1/2..

Route cards will be handed out at 7.25pm prior to the start time of 7.30pm.

Route cards for Beginners and Experienced crews will be available.

Entry is free and, of course, here are no Severn Bridge tolls this year.

Dick Craddy, the organiser, will be pleased to help should you require further assistance. Dick can be contacted on 01454 414842, 07776 202 663 or [craddyrichard@gmail.com](mailto:craddyrichard@gmail.com)

## 17th March Spring AutoSolo

Brightside Car Park Aust Services regs will be on the website shortly or Contact Andy Moss 07710000144. Enter early to avoid disappointment.

## Club Night Venue

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

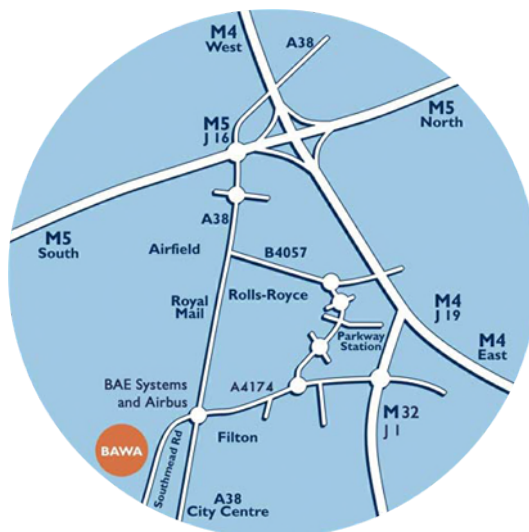
**589 Southmead Road, Filton, Bristol, BS34 7RG**



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 on Mon 11th Feb,  
arrive in time to get drinks before an 8pm start.**

## It's an uphill struggle

### *The long and winding road...*

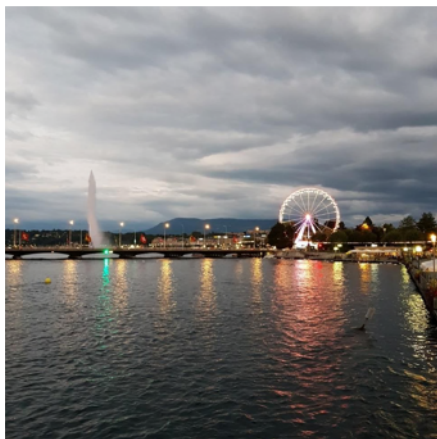
That leads... to the South of France. No it's not quite Paul McCartney but at least it's accurate. After all those car related events we headed off in the direction of Nice, the Alps and Switzerland in the Jeep. Given that it drops onto 4 cylinders on a light load, I had high hopes that sticking it on cruise control at 130kph (officer...) for a few hours would yield record breaking fuel economy. Bank breaking more like at 19.8mpg. Still, it sounded good coming out of the tolls. Those huge bazooka exhausts!

Speaking of which, a few days before setting off, a colleague put me on to the Sanef Toll TAG which is bit like the old Severn Bridge TAG and gets you into the dedicated TAG lanes in France. Given that Johnny Foreigner is queued up in the normal lanes, I thought this would be a bit of a coup. And so it was.

A stop off in the old pit lane at the Reims circuit was very nostalgic and then it was a huge haul down to the South.



Would France have supercars blitzing us along the prom or would it still rattle to the sound of knackered Peugeot 405 Diesels? Well even if we didn't get to see anything too special, I was armed with my Jim Clark 'Best of the Best' book so there was a care free skip in my stride. Or was it too much Cider?



Well Monaco provided an immediate hit of supercars, all crawling along at 5mph or parked of course. It really is pointless if you stop and think about it. Chiron anyone?

But here's a top tip – if you like seeing exotic cars while wondering about on hols, Geneva does it better than Monaco.

Not really motor related I know but I thought you might appreciate my attempt at a mood shot. This one being mid evening on Lake Geneva.

Upon our much delayed and frankly horrendous return (you mentally give up after over 10 hrs behind the wheel), as accidental purchases go, this is an unusual one for me. But, well, where else will you find a matching pair of 1969 Honda Z50A Monkey Bikes? Certified by Honda UK as being built on the same day, shipped to a US customer who kept them for 48 years on their estate. Unrestored and never apart, they are like a pair of small pet dogs.



I only wanted one but ended up with two. How could I split them ?



The garages were, getting ridiculous. Collecting the Fiat 128 made it even more so. Owen and I made the trip up to Tonbridge on Bank Holiday Monday (yes I know, you can see the flaw already) to collect the car from Mark Devaney's place. Overawed by 11:30am at the sheer number of Fiat Dinos, not to mention Maserati Mistrals, we loaded up and followed Big (Small) Frank to his gaff which, I had not realised, is practically in France it's so far down in Kent.

Owen and I unhitched and clean / jerked the trailer 180 degrees in a lane of a width that appeared less than the trailer's length, while Frank knocked up tea and sausage rolls to munch in his garden. All was well with the world. Four hours and what seemed like a few hundred trolley loads later, we had filled the Jeep and trailer with parts and headed back.

### ***Like sardines...***

No sooner had the boys managed to find space for the parts and three days later, the Monkey's arrived. One came with a new battery but it was a 6V Yuasa shipped dry so it needed acid. Now there are lots of new rules around acid, presumably brought on by the growing trend for brainless wonders ('equally valued members of society') to throw it over other people. So now we can't buy the acid and we need to find someone with a licence. I suspect 'licence' means lots of bureaucracy and audits so the bike shops I spoke to only dealt in sealed batteries. Don't blame them.

And then a nice chap at a battery manufacturer offered to help so Lloyd and I made the 1 hour round trip and they did it on the spot, gratis. All the warehouse team were there – they maintain forklift batteries – with their Hi Vis jackets and safety shoes. It all looked very professional. My mind wondered at the irony. I have spent much of my working life 'preventing' warehouse staff from dealing direct with customers to avoid having them roaming round the site, injuring themselves and suing us. It's the

corporate way. Here I was chuckling to myself about being one of those very customers benefiting from the generosity of this team. Funny things ironies.

And then, amongst all this professionalism, the lead guy shouts...

"Oi, Wayne, fetch that jug of acid by 'year' will 'ew?".

With that, over trots Wayne with a huge, *open*, jug of acid, no gloves, no Vis, no glasses and no safety shoes. Boss man whips his pipette out and draws up enough acid to fill my tiny little Yuasa. I laughed about it for the rest of the day and it reminded me about how real life works. Lovely.

With that, Owen had the bikes running and the boys spent an hour or two cleaning and greasing them up before irritating the neighbours by hacking about the place. Those little 50s are quite loud. And they still have their 1969 date stamped tyres on so they have no discernible grip either!

With the 128 needing a resto and us needing storage space, I put the cars into a hat to decide which to let go. Can't beat a bit of critical decision making can you?

We have great plans for the 128 and, with a whole pile of replacement panels, I reckon we can probably get together the best shell in the UK. Owen is going a bit café racer and thinking Filipinetti Grp 2 look so we did a trial fit of a 7" Campagnolo from my Abarth. Fits a treat and looks just right. When TCM gets round to making a batch of 7s we will be at the front of the queue.

This 128 has taken me back. When I was 15 and living in West Wales, Mum was out to buy a car so that I could learn to drive. We happened upon a light blue, 4 door, 1100 Fiat 128 and it was, to me, like seeing a Ferrari GTO. But it was £1095 and that was over the limit so we ended up with the Gold Simca 1301 Special at £895. Even though they were of similar age, the difference in design 'modernity' was staggering. The Simca served us well and I grew to like it. But it wasn't a Fiat 128.



I sort of forgot about them after that, the only highlight being a periodic ride in various 1300CL 4 Doors run by 'Radio Cabs' in Colwyn Bay! Never had getting off a train and into a taxi been so exciting. Other than that, passing through so many other cars that I have even lost count myself, only a brief skirmish with Michael Ward's old 128 Rally last year kept the flame alive. How ironic then, that, almost 40 years later, my own son sets his vision around a Fiat 128. At 15. Some things don't change it seems.

*Jones the Speed*

## Motoring in India by Dick Craddy

In 2018 Mary and I spent time on the Golden Triangle tourist trail which gave ample opportunity to observe and photograph Indian roads, transport and vehicles. As those of you who have already visited India will confirm city that congestion is the norm and while vehicle pollution is being seriously addressed it is still produced at unacceptable levels. How long since you have tasted exhaust gasses in significant density? You can at the arrival/departure areas at Delhi Airport and in any city. It is, however, still 'work in progress' and when compared to my first visit some 20 years ago the Ambassador Car (licenced built Morris Cowley), which was one of the main offenders is now rarely seen.



Two iconic Indian vehicles are the Auto Rickshaw or Tuc-Tuc and the Mahrindra Thar. In older versions the engines were below the driver's seat, while in newer versions engines are in the rear. Normal seating capacity is 4 including the driver but 6-seater versions are also made. They normally run on petrol, CNG, or diesel. CNG versions are painted yellow and green to distinguish them from the petrol powered yellow and black liveries. The major manufacturers are Baja, Force, Mahindra and

Piaggio. The Phat-Phati is a type found only in Delhi and it is powered by a Harley-Davidson engine. Auto Rickshaws are certainly not limited to use in India and can be purchased in the UK.

The Mahrindra Thar is the successor to the similar looking Mahindra MM540. This jeep clone vehicle will, like the recent fate of the traditional Land Rover, be replaced in 2020. The current model is powered by a 2.5 litre diesel engine and is available in 2wd and 4wd configurations. They cost between the equivalent of £5K (2wd) and £9k (4wd). Inadequate emission control and crash capability have brought production to an end. The vehicle is also assembled in the US from Indian components and is available for off-road use only.



Mahindra also licence builds Ssangyong Tivoli and Rexon models for their domestic market and is a major sponsor of Formula E single seater racing cars.

A few typical images follow:



Many lorries are decorated to the owners choice



The Mahindra Ambassador has diminished in numbers



An Indian manufactured Royal Enfield Classic 500cc.



The LDV Convoy van is still made in India



City congestion



!!

# ***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**

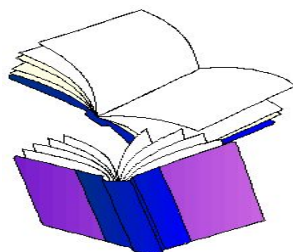
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



**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**



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

## 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.**




Club Chairman thanks Ben Bishop for standing in as our book keeper last year and hands him the Kieron Trophy. Photo Martin Baker

**We are always looking for members' contributions on competitions, club matters and journeys.**

**Editor: Ralph Colmar Email: [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)**

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



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## Backfire Bitz By Andy Moss

As always Backfire seems to creep up on us and already it is time to go to print, so only a short page from me this month.

As some of you will have seen on Facebook I was out in the ice and snow with Nick Wood on the Cotswold Clouds Trial. An early start, the temperature display in Nick's Merc told us it was -5 when he arrived at my house for a bracing journey up the M5 in the Marlin with the roof down. We had great fun sliding around the lanes with one or two route diversions to avoid some roads that looked more like ice skating rinks. They are a very hardy lot in Gloucestershire and Stroud Motor Club deserve a lot of praise for getting the event on despite the weather.

I did not manage to repeat getting the car up Crooked Mustard - only around 8 cars out of 80 managed it, and we were reasonably pleased with how far we did get up the hill. I was pleased to clean Nailsworth Ladder for the second time and Nick tells me this is the first time he has done so, despite quite a few past outings in the navigators seat on the event.

The conditions were quite hard on the cars with 15 retiring with mechanical or other problems. Sadly we met this fate in the afternoon - I cannot blame the car, only my driving. We had a small argument with a tree on the Wicked Juniper section that was being run by Mal, Donny, Pete and Carlie. I still claim it jumped out in front of me, but Mal seems less convinced of this. Unfortunately the Marlin came off worse than the sneaky wooden character, with a broken suspension tie rod and bent torsion bar meaning the track rod end was rubbing on the tyre and the upright was no longer "upright". Normally we would have taken the car on the trailer and left it at the start, but the snow had meant we decided to avoid dragging the trailer out in the ice. Luckily one of Nick's neighbours was spectating and he generously gave me a lift back to Bristol to pick the trailer up. Thanks to Mal, Pete, Donny and Carlie who waited for me to return after the section had finished and helped myself and Nick get the car on the trailer.

As well as the trial, I have been helping get things sorted out for the Autosolo in March. I am acting as entries Secretary and Nick is clerking, while Bob has sorted out the venue. The regs should be on the website soon after Backfire arrives with you and I am sure entries will fill up fast - the December event was full so make sure you entry early. If you want to get involved we could do with a scrutineer and a couple of volunteers to do the timing as well as a few marshals.

## Cotswold Clouds Trial - Sunday 3rd February 2017



## 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

## Backfire



Chris Thompson, Bristol Motor Clubs Zoe Tooth and Nick Wood with the Trophy awarded by the Hillclimb and Sprint Association jointly to the Bristol Pegasus MC and Bristol MC for the best organised 2018 event, the Llandow Sprint.