

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Ben Bishop Winner of the Post Christmas Autosolo at Brightside Aust in his Westfield.



January 2019

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Chairman's Chat

So another year beckons, with our last event of 2018, the well attended AutoSolo at Severnside Services behind us, report elsewhere in Magazine.

No meeting this month but still plenty to interest members, like many of you I will be making the annual trip to the NEC for the Autosport Show.

We Fleurtations Racing are hoping for more reliability from our race car in 2019, with a new Turbo and wastegate.

I make no apology for asking again for more input and involvement from you our members. The AutoSolo could not have taken place without the usual stalwarts, the Thompson family providing 3 entries, a timekeeper and course layout help. We have over 200 members but less than 30 attended the AGM.

We, the committee, need to know what events, visits and speakers you would like so please let us hear from you.

Bob Bull

PS Historic Lotus Club Area Leader Rob Ford has reminded me there is an open invite to all members of Bristol Pegasus Motor Club to come along to the Historic LOTUS Club 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.



Mike Wilds former F1 driver and multiple club champion Mike Wilds at January's Historic Lotus Club meeting at The Bull Inn, Hinton.

Editorial

I start by wishing all our members a Happy New Year, hard to believe the season of goodwill has come and gone, but the Never Underestimate an MX-5 driver T-shirt I am wearing would seem to verify the fact.

Since last month's issue we have had our AGM, run an autosolo and our scribe Phil Jones has bought another fabulous classic car, well popular in Colwyn Bay as a Taxi and in my neck of North London until mine rusted so badly the front suspension started to come away from the rest of the car !

News from the AGM is that we welcome Martin Baker back to the committee as our financial officer, and thank Ben Bishop for stepping up to meet the challenge while Martin was otherwise engaged.

I'll be post Martin's pics of the trophy awards in the next issue.

Ben Bishop then managed to set FTD in our Seasonal Autosolo at Brightside in his Westfield, full results and some photo's appear in this month's issue, congrats to all who took part and thanks to all those who helped run the event on a mercifully dry day.

A few hours after seeing in the New Year Sue and I joined the Great Western Roadsters chapter of the MX-5 OC for a run down to Haselbury Mill near Crewkerne where a fabulous collection of classic cars of all ages had accumulated. Pics at the back of this issue, the following day it was back to work for a gruelling unusually high 3000 mile, a personal record, week.

Hence I'll extend apologies for the delay in getting this month's issue to Andy Moss and Richard Reynolds for publication.

During an unusually long wait the day my shift ended I managed to catch up with an e-mail informing me that Mike Wilds would be the guest for the Historic Lotus Club meeting organised by Rob Ford at the Bull Inn later that evening. With 90 mins to spare for a quick shower, a fresh change of clothes and a quick blast in Madge our MX-5 up the M4 to Hinton I was not to be denied.

The entertaining evening unfolded with Mike retelling of his 50 year journey from cleaning cars for the Checkered Flag in Chiswick to the dizzy heights of being a BRM driver on a whacky £60 a week and many successes thereafter.

Next month I have asked for February the 15th off work so that Sue and I can join everyone down at the Coppice Mawr car park for Dick Craddy's Navigation Exercise, good job I asked for and received a torch for Christmas.

Wishing you all a safe month's driving

Ralph Colmar

Events Calendar

Club Night Monday 11th February BAWA 8pm

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

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

Autosolo / Production Autotest Brightside Aust, Dec 30th

Our annual post Christmas bash at the old Severn Services enjoyed good dry weather which allowed 2 runs on 5 Tests (Best value in Motor Sport) It was an MX5 fest based on Entry numbers interspersed with an Impreza, Mini, Midget, Saxo, Clio, Puma, Saab and an indecently quick Westfield.

I would like to thank all those who helped to make the event go so well. Nick Wood, Ralph Colmar, Jerry Irwin and the Thompson family plus the entrants who doubled up as timekeepers and marshals.



Results

PCA						
Comp No.	Name	Car	Class	Total Time	Pos in class	Awards
22	Mark Hoppe	Saxo	B	222.93	1	1st in Class
15	Jeff Benstock	Impreza	C	228.09	1	1st in Class
18	Sam Thompson	Saab	C	231.83	2	
23	Tom Thompson	Saab	C	235.59	3	
2	Alan Spencer	Eunos	D	232.95	1	1st in Class
3	Niall Smiddy	Midget	D	262.03	2	
11	June Seville	Eunos	D	265.83	3	
17	Christine Smiddy	Midget	D	270.29	4	

Solo						
Comp No.	Name	Car	Class	Total Time	Pos in class	Awards
9	Steve Conner	yaris	A	218.93	1	1st in Class
46	Barry Pavey	Escort	A	234.02	2	
14	Philip Turner	Puma	B	219.86	1	1st in Class
26	Ian Drewitt	Mini	B	221.77	2	
19	David Fooks	Clio	B	270.39	3	
21	Peter Dickinson	Impreza	C	230.23	1	1st in Class
6	Mark Benstock	Impreza	C	241.04	2	
20	Ben Bishop	Westfield	D	209.02	1	1st in Class (FTD)
24	Shaun West	MX5	D	217.00	2	2nd in class
8	Geoff Bromfield	MX5	D	219.77	3	3rd in Class
4	Chris Thompson	MX5	D	233.96	4	
25	Andy Moss	MX5	D	234.05	5	
1	Martin Emsley	MX5	D	234.06	6	
10	Charlie Emsley	MX5	D	242.06	7	
7	Paul Smith	MX5	D	249.38	8	
12	Luke Holly	MX5	D	249.44	9	
5	Alan Holly	MX5	D	259.28	10	

Autosolo / Production Autotest Brightside Aust, Dec 30th



Mark Hoppe, Citroen Saxo Winner PCA Class B



Holly/Holly MX5



Ian Drewitt, Mini 2nd Class B Autosolo



Smiddy / Smiddy MG Midget



David Fooks Renault Clio



Thompson/Thompson SAAB



Jeff Benstock 1st PCA Class C



Steve Conner Toyota Yaris 1st Class A Autosolo

It's an uphill struggle

13 Not Out...



If you were a Cricketer (which I am not) then you might be disappointed by such a score. But if you were a car collector, then it would look rosier. Hang on...13? Where did that come from? Well dear readers, my last Backfire (more tea Vicar?) left us on 12 pending the arrival of the lovely little 1972 Fiat 500L. It's a joy.

Four of us pottered into town for a coffee one sunny Sunday morning. Roof back, cruising along at 50mph making lawn mower noises and having lots of cheery waves in return. The seats are a little sticky on their runners and I couldn't be bothered

to adjust the seat from my daughter's 5'2" position so I looked a bit like a Gorilla sat on a kid's Potty but hey ho.

And then came the 'What's App' message. It was my old mucker Big Frank who is, these days 'Smaller Frank'. It was a heads up that a certain Fiat 128 2 Door RHD was about to hit the market. Did I want to get in there first? Is the Pope a Catholic and does a Bear sit... in the Woods?

An exchange of messages later and we had a deal that included a job lot of parts. More anon on this project.



Back last July, we headed into a terrific, car related, period of Goodwood FOS, Silverstone Classic and Club Lotus weekend in Portmeirion. Does it get any better?

After the dreadful car park experiences of the Goodwood Members Meeting, which heaped car pushing and towing on top of frozen lugs, I lost the will to drive up to the FOS in the C63 and we went in the Jeep. Still, with a 6.4 Litre Hemi as a backing track, I must say we did not feel short changed.

The FOS on Thursday – free tickets to members, whey hey – was busy but not overcrowded and we had access to the Kinrara enclosure which included its own stand. The sights around the paddock were to die for. I managed to fall in love – making sure Mrs J did not notice of course – with a special edition Lotus Exige 430 Cup designated Type 79 in JPS colours. Mario's 79 was sat next to it. Nearly passed out on the stand. "Glass of water for Mr Jones please"...



More supercars than you could shake a stick at with all sorts of doors opening in strange directions and a Chinese electric missile that was indecently quick up the hill. A Siemens automated control 1965 Mustang provided amusement - of the wrong variety - as it clearly could not drive in a straight line even at modest speed and hit the straw bales at the sides a few times. Victory for 'brown roll neck jumper man' perhaps? Well for now.

But despite all this tech, my heart was in the Singer 911s. They may be Williams 4.0 litre powered and half a million each but, close up, you can see where your money would go.



With that it was a traffic jam of ungodly proportions on the A27 and off home in readiness to prepare the C63 for going to the Silverstone Classic.

But upon our return, a call from the SL Shop near Stratford told us that the SL55 was ready for collection. It had been there since March with instructions to work on it behind the scenes and get it back close to its former 'as new' condition but at a reasonable cost. They did a fantastic job on the paint, refurbished the wheels, a few small mechanical bits and pieces and – Halleluiah – sorted the roof rattle that had been there since Cardiff Mercedes 'adjusted it'.



For now it's now going into semi-retirement to be mainly used by 'the Boss'. With values climbing, the SL55 is not a bad place to put a few quid, though if it ever lunches its motor the whole car is going in the bin as the motors are reputedly over 50 Grand if you can even source one!!

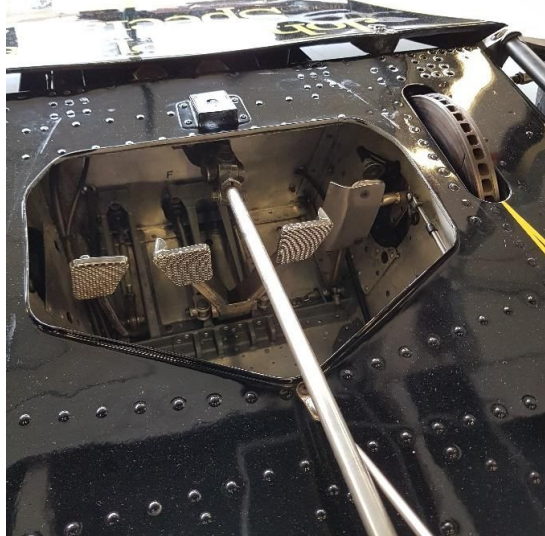
After collecting it one Friday evening we decided it was an excuse to stop for a pub meal and miss all the traffic. In comes a text to tell me that the Elan Sprint is going for MOT the following Monday. It's 'coming home', even if

football didn't. "Wow" I exclaimed, "that will mean only the Marcos 1800 to go". My Commanding Officer just looked weary and said nothing.



Colin Chapman's Essex Elite from the famous 1980 Monaco GP paddock shot. And what about this superb 124 AC. Such a pretty and underrated car.

And so to Silverstone. Lloyd was due to meet us there direct from Tamworth and would be working all weekend. Prior weekends at Spa 3hrs and Classic Le Mans had clearly been a terrific experience but he was fast running out of steam. Mrs J even graced us with her presence from Friday evening.



A genuine Essex Esprit...Pass me the hyper-ventilation brown paper bag. And who recalls the 4 peddles in the JPS Lotus 76?

Dry all weekend? Really? It was as good as always and I think the CO 'got something' out of watching Owen and I shovel bacon and egg rolls down at 07:30am, sat at the kerbside, observing the passing classics. She must be starting to understand, surely?

Would Portmeirion enjoy the same weather the following weekend? Well it was a game of two halves. Before setting off it was absolutely baking. I was thinking Air Con and this was winning vs my 'let's drive a classic' tendencies. So it was a hasty decision to go in the Exige. It's surprising what you can fit in an Exige provided you are happy to get a foot stool, climb onto your luggage in the 'boot' and jump up and down on it until it is crushed sufficiently to close the engine cover. She said she was surprised that all her dresses and shoes went in. She certainly would have been if she had caught me in action...



Mrs J and I set off on the Thursday for a leisurely run up. I was excited at the thought of walking around the village ogling lovely classics. Who needs architecture? Anyway it was a glorious run up and, after seeing the rear wing of the Lotus 79 with 'kills' for each 1978 race win, I was pondering printing caravans to stick on mine. And Nissan Micras.

Two coffee stops, boot open as usual to stop the clothes stinking of hot engine and, we were there. Still amazes me that there are so few – well none that I could find – high octane pumps in mid Wales. Luckily the caravans meant I was driving like a Bishop on a Bike so we didn't need much fuel.





About 30 Lotus' turned up in Portmeirion. This year Esprit V8s were again in vogue and the FWD Elan M100 seems to be gaining acceptance. It's a bit of a Marmite car for Lotus die-hards but I think they make a very good value, not to mention quick, roadster for touring. A great convoy run over Snowdonia to Anglesey, followed by a cheeky cream tea topped it off.

Of course we came home to Cardiff in torrential rain and the Exige is less happy on standing water. "Aye up Gromit Lad, that was nearly a bit of a whoopsie"

After back to back events I was in need of a breather, even if my beloved fleet seemed to have more go in it than I did. Fortunately, now that Lloyd can tow, he and Owen were able to go and bring the Elan Sprint back home. It's not Bronze anymore...

Here to a 2019 full of cars...

Jones the Speed



Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.

BPMC polo or sweatshirts

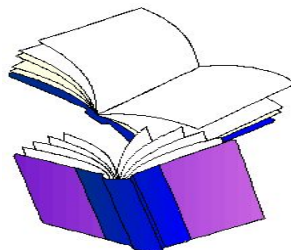
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.

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.

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

Great Western Roadsters Run Haselbury Mill 1st Jan



'63 Alvis TD21



'62 Daimler SP250



'81 DeLorean DMC12



'72 Gilbern Invader Estate



'28 Lagonda 2 litre Speed



'67 Marlin Roadster



'25 Riley



'48 Rover 12 (P2) Convertible



'29 Bugatti T40



'29 Chevrolet Tourer



'85 Citroen Dyane Arcadiane



'72 FIAT 130 Pininfarina Coupe



'72 Lancia Fulvia Sport 1600



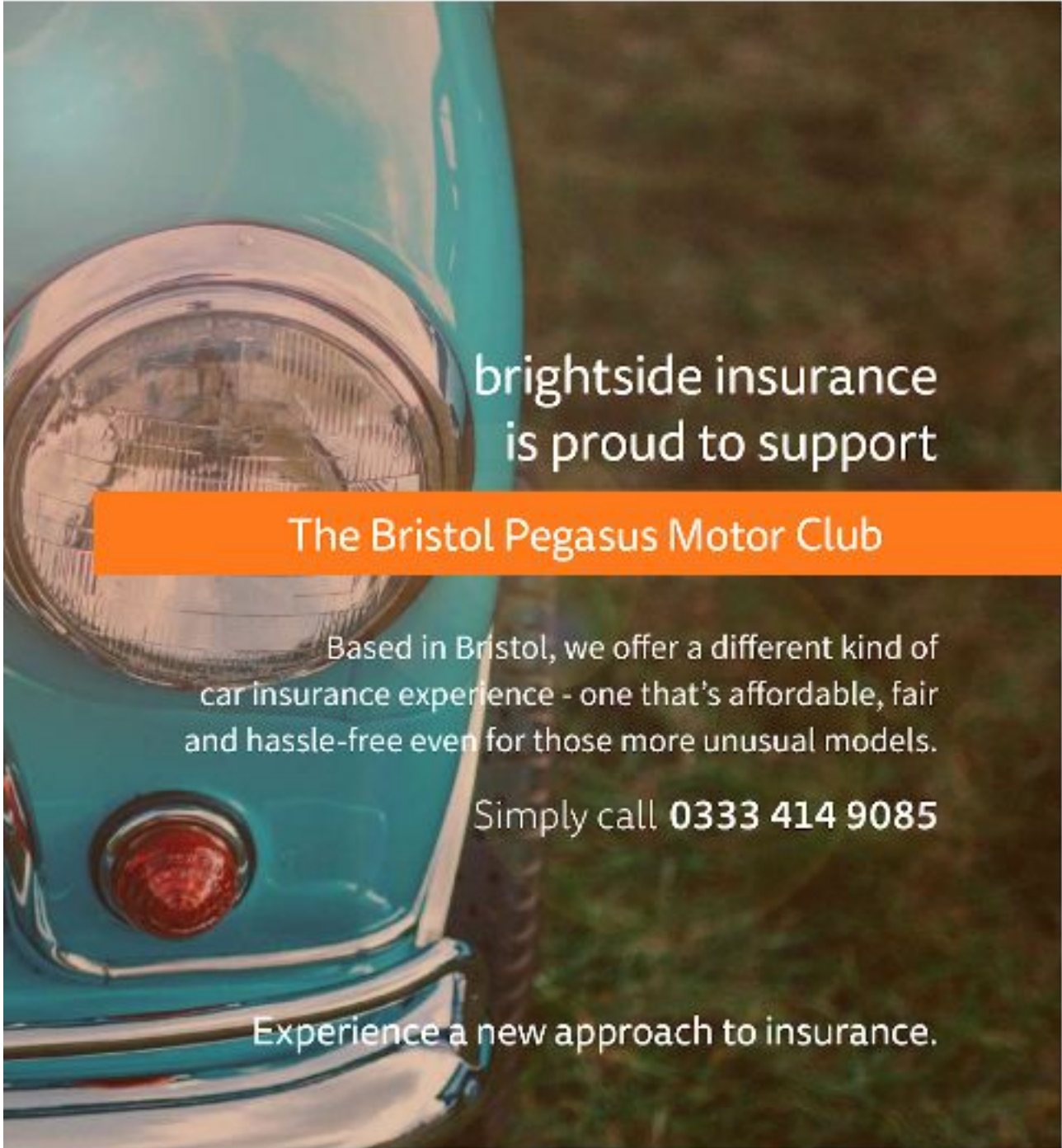
'78 911



'69 SEAT 1500



'67 Karmann Ghia



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Backfire Bitz By Andy Moss

Apart from our Autosolo, which was great fun (and I am sure has been well covered elsewhere in Backfire) December and early January is a relatively quiet time for motoring activities.

I did get to enjoy a ride in Nick Woods recently acquired Ford Mustang. It seems like a car you could use everyday whilst still being great fun on the weekend.

There was of course a major trials event, the MCC Exeter Trial, which I did not enter - the pictures I have seen on the internet suggest it was again an excellent event - perhaps I will get out on it next year. I have put an entry in for the Cotswold Clouds which takes place early in February (Sunday the 3rd) and is always a really good event both for competitors and spectators. Nick Is going to passenger with me. If you have not gone out to see this one before I would recommend a morning trip to Nailsworth Ladder, where there is normally a good crowd.

Myself and Rich are looking at doing the single venue Bovey Down Trial later in the Spring which would mean Rich has a shorter journey than for many of the events we have done. The Marlin still has a few battle scars from the Allen that I need to sort out, but nothing too terrible. Mal has also kindly given me some lead to go on the back, as he tells me I need more ballast !

Sorting the Marlin has been delayed a little as I have moved the Westfield to my garage at home. The steering lock needs replacing after the break in at my rented garage. At first I thought they had not got to the car, but it seems they had a go at starting it. Fortunately they were poor mechanics but did damage one of the bonnet locks as well as the steering lock. I have the parts but not the time at the moment - now it is local it is more likely to get sorted out. I also need to make the effort to get it through an MOT as I did not use it at all last year. At least it is where I can keep an eye on it now, which should keep it out of reach of the thieves.

I have also bought an alarm for the garage - it basically it has a mobile phone built into it which will let me know if anyone tries to break in again. It runs on batteries which it is claimed last for a year and it was pretty low cost - isn't technology marvelous, hope it works !

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



‘Dave’s Rapid Response Vehicle
Super Fast & Super Speedy’