

Backfire

Bristol Pegasus Motor Club Magazine



Bring Your Car Night at Rolls Royce Heritage Photo Andy Moss



July 2018

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Chairman's Plea !

This is my first Backfire article as Acting Chairman and I want to focus on the Future of the club. Your committee is currently concentrating on preparation for the Pegasus Sprint at Castle Combe, the club's major competitive event of the year. All the organisational positions for this event are being filled by committee members; this is not a situation that can continue. We need new younger blood contributing to the organisation of the club and its events.

We have over 200 members, we need you to step up and take the club forward. If any of you can offer your services please talk to one of the committee about the opportunities available. It would be great to have an election for Club officers and committee at the AGM in December.

The other aspect I want to mention is what do you YOU want from your club?

We are suffering reduced entrants for our non track events, only 4 entrants for the last Treasure Hunt, reduced numbers for club nights and AGM. Please let us know what you want from your Club. If we can get more active members we can run more events so let us know what you want and how you can help

YOUR CLUB NEEDS YOU !

Bob Bull
Acting Chairman

Editorial

June has been a busy motoring month with club-related and other motorsport activities starting with the club's visit to Rolls-Royce Heritage Trust organised by Pete Goodman which gave us a fascinating insight into the development of the internal combustion engine much of which was led locally from the upgraded Cosmos Straker Curtiss OX5 to the Rolls-Royce RB.199.

The following weekend I went to Le Mans with a school mate in his Porsche Cabriolet which served as our tent for the night, it was not the most fascinating race by any stretch but it was good to see Toyota claim their victory after thirty years of failure, as Churchill said 'Success consists of going from failure to failure without loss of enthusiasm.'

The highlight of the weekend for me was watching the works GT Porsche 911 RSR's getting chucked around like Scandinavian-piloted Ford Escorts on a rally stage, their class victory was also well deserved even if shrouded around controversy of the Balance of Performance initiative being tilted in their favour on their 70th anniversary year.

Closer to home last weekend club secretary Tim and I nipped over to Brands Hatch for the HSCC Superprix. Neither of us had visited the circuit for thirty-odd years and Dr Palmer has done a great job in keep it going. Pics from the event in the back of this issue.

Andy Moss has kindly also contributed some pics from the Chipping Sodbury 25th Classic Tour.

Thanks to Tim for keeping the Fantasy F1 table, which now has the Thompson family in the top spots, up to date and to Phil Jones for his observations of the Tesla Model X.

Bob Bull has kindly stepped in as acting chairman and I would ask you to consider his call for help running events and on how the club should move forward.

Looking ahead we have two events organised by Ben Bishop, the Evening Car Tour in Monday July 16th meeting at Blackhorse Budgens, Emersons Green, and the Summer Treasure Hunt on August 12th.

Wishing you all a safe month's motoring.

Ralph Colmar



Events Calendar

Evening Car Tour Monday 16th July

We will be meeting at the Blackhorse Budgens in Emerson's Green, post code BS16 7AN.

7pm for a 7:30pm depart to follow a route set by Ben Bishop.



Sunday 12th August Summer Treasure Hunt

Saturday 18th August Castle Combe Track Day



Entries open on website :- **ENTRIES are already being received please book early to avoid disappointment !**

For club members not wishing to take part in the trackday, but wishing to drive around the Castle Combe circuit there will be a 3 lap lunchtime parade in return for donations collected for the Wiltshire Air Ambulance.

Marshals Wanted

Nicky Grist Stages - Saturday July 14th

Anyone interested in marshalling on the Llyn Login stages of the rally please contact Mark Wilkinson for more details markwilkinson81ATicloud.com

Dick Mayo Sprint Castle Combe 28th July

We have a full entry of over 150 competitors for this year's event and we are looking for 30+ Marshals for circuit posts, paddock and start line duties.

As usual, all Marshals will be given a free hot lunch in The Tavern Restaurant in the paddock, quality raffle draw.

FFI Mike Cole Chief Marshal Bristol Motor Club Tel: 07980 416075 Twitter: @mcole7617

Woolbridge Motor Club

... 28/29 July at Wiscombe and 22/23 September at Manor Farm for more details contact :- Worth Birkill e-mail worth@pandaprinters.co.uk

Invitations

Saturday 14th July 2018 Frenchay Village Museum: Vintage Vehicle Day

We hope you that you will be able to join us this year.

Registration begins at 12 noon and light refreshments will be available.

Paul Green, Frenchay Village Museum.



Thursday 19th July ACE Classic Bring Your Car Lunch

ACE have invited members of the Bristol Pegasus Motor Club to bring their classic cars to a Classic Car lunch in aid of Brain Tumour Research, meeting at the Rolls-Royce Canteen.

FFI contact Tony Joiner by e-mail tony.joiner@btopenworld.com.

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

Monday June 11th Bring Your Car Night



Westfield SEIGHT



Audi TT



FIAT Punto



MG Midget



Ford Focus



Cobra



Mazda MX5



Jaguar S-Type

Monday June 11th Bring Your Car Night



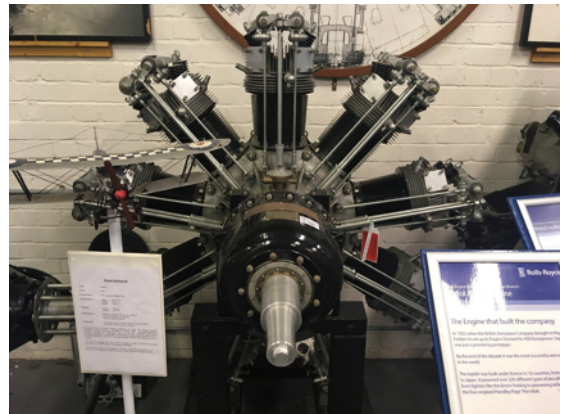
Rolls-Royce Heritage Trust



1917 Curtiss OX5



1915 Cosmos Hawk



1918 Bristol Jupiter



1931 32 Cam 16 Cyl Bristol Hydra



1946 Sleeve Valve Fedden Flat Six



1947 Bristol Proteus



1957 Bristol Siddeley Orpheus

It's an uphill struggle

...'Ernie...and he drives the fastest Milk Cart in the West....'

Well who else would you automatically turn to for a guide on the latest technology? Surely a clump of classic cars and a wardrobe full of brown roll neck jumpers qualifies me.



It had been a long December week. The one with all the snow in it. Monday was OK as I stole Mrs J's Jeep Grand Cherokee and managed to get into the Malvern Hills. But we needed to swap cars and, to cap it, my daughter was trying to get back to Bangor Hospital for her lectures and the trains decided it was the wrong snow on the line. So, in true public transport style, they abandoned their passengers on the cold platform – all 300 of them – with not a loo in sight and, of course, no information or assistance. Nice.

So Mrs J decided to drive her to Worcester so that I could continue the rescue mission north. We swapped cars at an M5 Junction and I found that my '3 mm left' Pirelli P Zeros on the rear of the SL55 AMG were not quite up to the task. That was a hairy M6 run.

Not feeling like a late one, I decided to head for a hotel near Worcester on the return journey. Thankfully Mrs J had the foresight to hand me an overnight bag just in case. However, the hotel turned out to be at the end of an uphill white road and with a car park deep in fresh snow. Ideal for 516lbs of torque, rear drive and 3mm of tread. Out comes the shovel, shoes fill up with snow, lots of 'On the Buses' type language and in I go.

It was a bit like Bates' Motel but without the movie glamour. The Chicken dish was tip top but the room was, well, filthy. I went for the British 'stiff upper lip' and nonchalantly turned down the sheets to find the last guest's Pyjamas sat there. Closer inspection of the sheet revealed signs of former use....recent use...

It was one of those 'Lord, what more shall you throw at me today' moments, then I realised the lovely Mrs J had not packed any underpants for me. It was a decision left for the morning. 'Yesterdays' or 'Commando' ?





A treacherous run home at 25 – 30mph on sheet back ice had me on the phone the next morning trying to track down a set of winter tyres but lead times were too long so I ordered a set of new Michelin Pilot Sport 3s instead. Well at least they would have some tread on them. The SL had to be dug out of the workplace car park by 3 friendly colleagues – so that's twice in 2 days.

Finally, off I go to BHX airport to head for the Netherlands. Hopefully better weather? Well not quite. I used to fly into Schiphol 2 or 3 times a week in the past so I am quite familiar with its occasional

'gustiness'. But this one was bad. We were fortunate to be in a 737 so at least it was not a crisp packet but it might as well have been. The gentleman behind me shouted out loud at every dip and the chap opposite me was busy filling his bag.

As we broke through the thick cloud and got to about 5000 feet, the whole plot felt like it wanted to throw itself on the floor and, sure enough, full throttles came on late on final approach and round we went with an apology from the pilot that winds were 'out of limits' for landing. Twenty stomach churning mins later and we were on the ground, courtesy of an alternate runway facing a better direction, with a solid thump and about half the passengers too late for their connection. Luckily I just needed to catch a long train ride but, at 10pm, you sort of lose the will to live.

But after this debacle, would you believe that something cheered me up? An Electric Car!

One of my Dutch colleagues is 'Modern'. Solar panels on his house and now a Tesla Model X. He traded a BMW 328i GT for it. I would not call him an enthusiast but he certainly likes to peddle his cars a bit quick. He was eager to show me what the torque of an electric motor can do with 2.5 Tons.

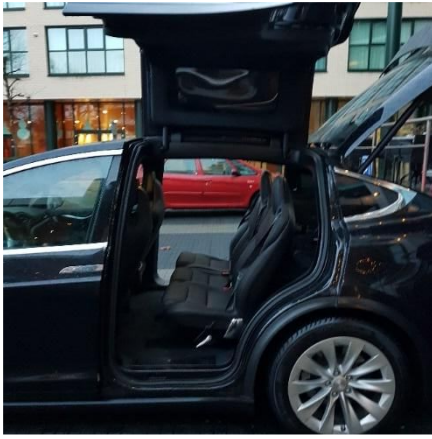
The Model X is, in fact, huge. A seven seater with gullwing rear doors and a sort of Buck Rogers appeal. Trim wise it's more Jeep than Mercedes and he readily admits that had he paid the same money for a Merc or Beemer it would have been a different level of quality. But he wanted to experience electricity.

We had already had a laugh at his expense the previous week when he sat totally distracted in a meeting continually calling Tesla. It turns out his wife had used the car the day before he set off for the airport. She had forgotten to recharge it!

So he limped to the airport and asked the valet parking chaps to charge it ready for his return. Except that the 'Frunk' (the front-trunk) was jammed on its safety catch and the charging lead was in there. The Valet guys called Tesla for help but Tesla would not help them as they were not the owner of the car! A proper 1st World problem.

But we need to keep an open mind don't we? So, back in the Netherlands, he came to pick me up from my hotel. Up go the gull wings and in I get. Quite spacious, not

particularly high in quality but certainly entertaining and eye catching. The central screen is enormous and he typed in 'Paris' on the giant Nav. just for fun so we could see how it would make the calculations.



The bottom end of the battery charges faster than when it's at 90% so the computer calculated that he should make 2 stops with it at about 20% and do 15 min charges at a rapid rate. That showed a lower total time elapsed than one (very) long stop to charge it to 90%. Apparently the last 10% takes quite a while. But it runs over 300KMs so really it's not bad at all.



He is a bit of a lead foot so even with 4 of us in it, as he tramped on the throttle the 4wd and electric motor torque were quite startling. Very quiet at urban speeds, it turned to a whirl and swish as speed climbed. To me though it sounded like a giant milk float and 'Ernie' was playing away in my mind as we swept along...

"Do you like Pasteurised 'cos Pasteurised is best"... "Ernie I'd be 'appy if it came up to me chest".

By the evening, he kindly offered to drop me back at the hotel but, surprise surprise, it was a different Tesla. Well his needed software

updates and Tesla were over an hour away. They could not do these remotely (apparently many can be done that way) so they brought a courtesy car and swapped them over for a couple of days. This time a Model S – the one that looks a bit like a Jag XF. Very good looking and more 'normal' than the X but, in some ways, less interesting. Again, quick, quiet, with so-so interior but lots of toys.

Conclusion? Not really sold on pure EV unless it's local urban use which I quite fancy (Renault Twizzy anyone?). If I did go that route, I would want one from an established car maker like Porsche or Mercedes or Toyota. The Teslas were impressive but, to me, it was like hurtling along on a giant mobile phone.

I don't know about you, but my mobile phone does strange unwanted things sometimes. Enough said.

Now where did I put that brown roll neck?

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

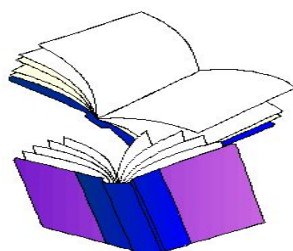
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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



**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						
Positions after Round 8 - France						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Tom Thompson	Raikkonen	Verstappen	Red Bull	Renault	Ferrari	484
Coralie Thompson	Ricciardo	Vandoorne	Red Bull	Renault	Ferrari	477
Sam Thompson	Grosjean	Verstappen	Ferrari	Red Bull	Force India	470
Lisa Davies	Alonso	Ricciardo	Haas	Red Bull	Ferrari	466
Chris Bennett	Verstappen	Vettel	Red Bull	Toro Rosso	Red Bull	464
Simon Moss	Hamilton	Sainz	Red Bull	Toro Rosso	Ferrari	463
Mike Marsden	Hamilton	Sainz	Ferrari	Renault	Sauber	461
Ken Robson	Grosjean	Vettel	Ferrari	Haas	Red Bull	454
Martyn Davies	Ricciardo	Verstappen	McLaren	Red Bull	Red Bull	450
Joe Robson	Verstappen	Vettel	Haas	Red Bull	Haas	444
Tim Murray	Alonso	Sainz	Ferrari	Haas	Mercedes	435
Abi Reynolds	Verstappen	Vettel	Red Bull	Renault	Williams	427
Alison Bennett	Ricciardo	Verstappen	Ferrari	Force India	Haas	420
Dick Craddy	Verstappen	Vettel	McLaren	Red Bull	Sauber	415
Richard Ibrahim	Hulkenberg	Ocon	Ferrari	Haas	Mercedes	410
Michael Griffiths	Sainz	Verstappen	Force India	Red Bull	Mercedes	407
Helena Sarsted	Ricciardo	Grosjean	Red Bull	Haas	Mercedes	406
Chris Thompson	Grosjean	Verstappen	Red Bull	Haas	Mercedes	403
Liz Ibrahim	Alonso	Verstappen	Red Bull	Toro Rosso	Mercedes	402
Katie Davies	Hamilton	Sainz	McLaren	Red Bull	Force India	391
Mary Craddy	Alonso	Hamilton	Renault	Toro Rosso	Ferrari	390
Matt Johnson	Verstappen	Vettel	Haas	McLaren	Ferrari	388
Juan Suarez	Hamilton	Sainz	McLaren	Red Bull	Williams	379
Donny Allen	Ricciardo	Stroll	Red Bull	Williams	Ferrari	375
Andrew Moss	Alonso	Vettel	McLaren	Red Bull	Williams	369
Alyson Marsden	Magnussen	Verstappen	Mercedes	Toro Rosso	Sauber	358
Sharon Reynolds	Stroll	Vandoorne	Force India	Red Bull	Sauber	356
Richard Reynolds	Alonso	Raikkonen	Red Bull	Williams	McLaren	353
Helen Davies	Hamilton	Vandoorne	Force India	Renault	Red Bull	340
Michael Davis	Vandoorne	Vettel	Force India	McLaren	Haas	311
Audrey King	Hamilton	Verstappen	Renault	Williams	Williams	281
Bob Bull	Ocon	Verstappen	Force India	McLaren	Mercedes	281
Mal Allen	Alonso	Hamilton	Force India	McLaren	Williams	247

Please note: the winning prize will only be awarded to UK-resident club members.

2018 Formula One Calendar

Round	Grand Prix	Circuit	Date	Live TV
9	Austrian Grand Prix	Spielberg	1 July	Ch4/Sky
10	British Grand Prix	Silverstone	8 July	Ch4/Sky
11	German Grand Prix	Hockenheim	22 July	Sky
12	Hungarian Grand Prix	Budapest	29 July	Sky
13	Belgian Grand Prix	Spa	26 August	Ch4/Sky
14	Italian Grand Prix	Monza	2 September	Sky
15	Singapore Grand Prix	Marina Bay	16 September	Ch4/Sky
16	Russian Grand Prix	Sochi	30 September	Sky
17	Japanese Grand Prix	Suzuka	7 October	Ch4/Sky
18	USA Grand Prix	Austin, Texas	21 October	Ch4/Sky
19	Mexican Grand Prix	Mexico City	28 October	Sky
20	Brazilian Grand Prix	São Paulo	11 November	Sky
21	Abu Dhabi Grand Prix	Yas Marina	25 November	Ch4/Sky

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.

2018 Club Championships Clubmans Championship



Position	Name	Total	No of events	Organised or marshalled?
1	Tom Thompson	8.58	4	Yes
2	Alan Spencer	8.42	3	Yes
3	Andy Moss	8.25	2	Yes
4	Chris Thompson	7.58	3	Yes
5	Ben Bishop	6.58	2	No
6	Andy Laurence	5.29	1	No
7=	Martyn Davies	5.17	1	No
7=	Lisa Davies	5.17	1	No
9=	Craig Hayward	5.00	1	No
9=	Elen Worthington	5.00	1	No

Marshals Championship

Position	Name	Points	No of events
1	Nick Wood	6	2
2	Ralph Colmar	5	2
3=	Bob Bull	3	1
3=	Martin Emsley	3	1
3=	Dick Craddy	3	1
3=	Matt Johnson	3	1
3=	Chris Thompson	3	1

Championship Officials Co-ordinator: Tim Murray; Stewards: The Club Vice Presidents.

June 16th / 17th Le Mans Car Parks



Renault NN/6CV



Triumph TR4



MG Midget



Peugeot 504



Excalibur Phaeton



Renault 21 Turbo



Ford Capri 280 Brooklands



Q by Aston Martin Vanquish S Red Arrows

June 16th / 17th Le Mans 24 Hours



Rolling Start



Jan Lammers Dallara Gibson 24th Le Mans Start



A M Vantage, Thiim/Sorensen/Turner 25th oa



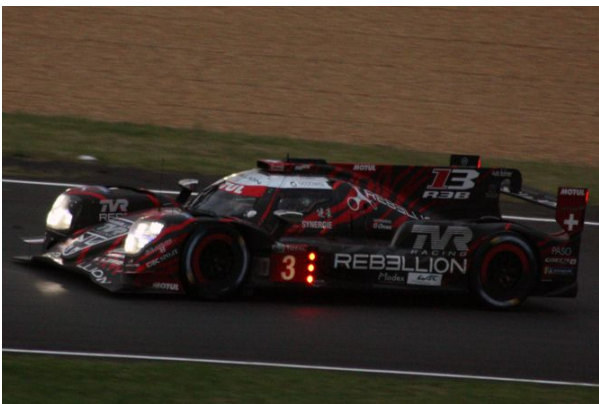
911 RSR, Campbell/Ried/Andlauer 1st GT AM



911 RSR Este/Christensen/Vanthoor 1st GT Pro



Oreca Gibson Lapierre/Negrao/Thiriet 1st LMP2



Rebellion Gibson Laurent/Beche/Menzes 3rd



Toyota TS050 HYBRID Buemi/Nakajima/Alonso Winner

Chipping Sodbury Rotary Club Classic Tour June 24th



HSCC Superprix Brands Hatch June 30th



Jon Milicevic blue Brabham BT21B 1st Historic F3



Kevin Stanzl red Crossle 20F 1st FF Qualifying Race



Geraint Owen red Kurtiss 500C 1st Pre '61 GP Cars



John Burton red Chevron B26 1st Endurance Challenge



Neil Glover red Chevron B37 2nd Derek Bell Trophy



Steve Hart Cooper T51 10th Pre '66 GP Cars



David Shaw yellow Ralt RT1 1st Classic F3



Tim Brise blue Merlyn Mk20 16th Historic FF

Reflecting on this year as chairman, and noting a general undercurrent of malaise and negativity these past few years surrounding the ACTC, I recently called a meeting of the Officers of the ACTC to try and formulate some suggestions to put to the member clubs for discussion prior to this September AGM, to see if we as an organisation, can try and create a more positive and productive future for the ACTC.

What brought this into focus was the declining number of ACTC championship contenders, [it seems largely brought about by the dual permit and clubmans events, as overall Trials entries are not declining to any great extent] and the related situation this decline in championship contenders raises with regards the overall funding of the ACTC.

I think it is important to re-iterate that the ACTC is an organisation of Clubs, and as such does not represent individuals. It was broadly created to inform and help, where possible, organisers of Classic Trials events. To bring co-ordinated conformity to the basic rules and regs. of Classic Trials, such that individual competitors could be confident in complying on entering events on a national level.

I feel , without a doubt, that the ACTC has successfully fulfilled its role.

This then begs the question , why the undercurrent of malaise and negativity around the organisation ?

My thought is that in these times there is even more need of an organisation to represent Classic Trials nationally, be that at the MSA or via the likes of LARA at governmental level .

To this end I would like to suggest a new mission statement for the ACTC :

‘ACTC - working for the future viability of Classic Trials’

We need to raise some fundamental questions for discussion, both individually and within our member clubs regarding the structure and ability of the ACTC to fulfill this new mission statement.

Hopefully clubs can condense these discussions and bring them to the September AGM either as separate proposals or for discussion around the points raised below.

I am hoping that this will generate some new enthusiasm for people in the sport to get involved, through their clubs, in securing a positive and secure future for Classic Trials.

Two initial question to put to the member clubs :

1. - Is the suggested 'mission statement' a worthy goal for the ACTC to strive for ?
2. - Is the ACTC in its current format suitable to fulfilling this mission statement ?

We identified 3 main areas to put to the clubs for discussion prior to this September AGM :

A. – Voting at ACTC council meetings. [currently one vote per club]
Suggested new 4 [or drop top tier for 3] tier structure, which more correctly represents the clubs organisers and membership numbers within the ACTC.

Tier 1 = Clubs with multiple Public Highway Classic Trials	= 4 votes
Tier 2 = Clubs with one Public Highway Classic Trial	= 3 votes
Tier 3 = Clubs with Single Venue Classic Trial	= 2 votes
Tier 4 = Clubs who do not run a Classic Trial	= 1 vote

B. – Financing of the ACTC.

Accounts/budget to be split into two types of income and expenditure, split between Governance costs and Championship costs.

Any Championship must be self funding such that there is no financial burden on ACTC Governance.

ACTC clubs subscriptions should be linked to the above 3 or 4 tiered voting structure.

C. – Structure.

A suggested 3 tier organisational structure.

3 x Directors – Chairman, General Secretary and Treasurer/Company Secretary.

[quorum at AGM/General meeting = 1]

6 x Electoral Officers – 3 Directors [see above] + Motorcycle organiser/representative,

Car organiser/representative and Marketing Officer

[quorum = 4, inc.1 director]

Various club representatives are asked to fulfill the other jobs within the ACTC, e.g.

Championship scorer, Restart editor, bookkeeper, ROW officer, Webmaster, etc..

No limit on numbers, jobs can be broken down into manageable sizes.
[quorum one third number of member clubs]



THE SECOND **PEGASUS** CHARITY CLASSIC CAR RUN

ORGANISED BY

BRISTOL PEGASUS MOTOR CLUB

IN AID OF

St Peter's Hospice



ENTRY
FEE ONLY
£27



SUNDAY 23 SEPTEMBER 2018

Open to Classic, Sports and Kit Cars



Thornbury Castle
Hotel & Restaurant

Start and Finish at Thornbury Castle, Castle St, Thornbury BS35 1HH

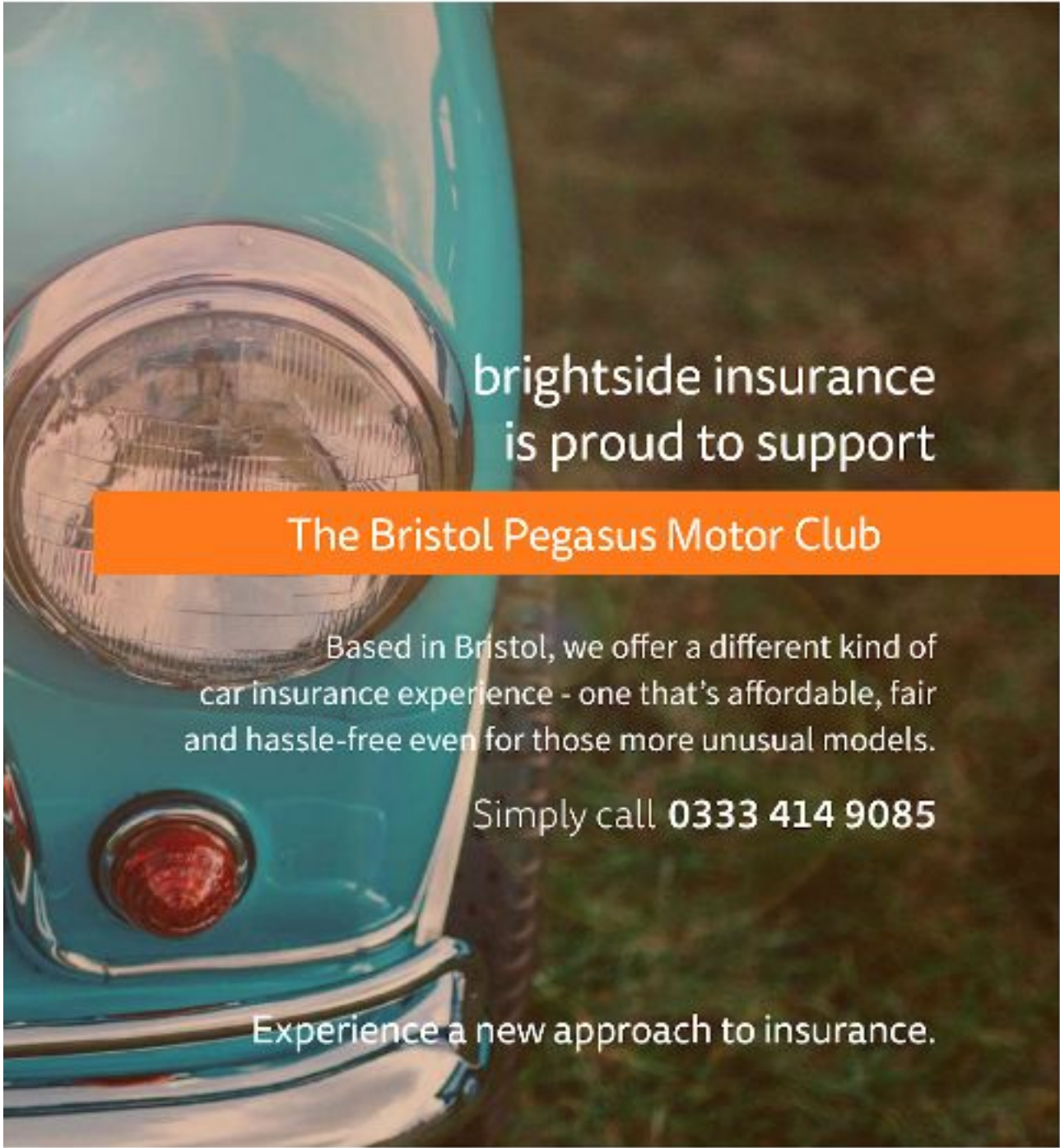
Beautiful Three Rivers route

To enter, apply online at

<https://bristolpegasus.com/classictour>

Entries limited so don't delay!

The first 35 entries will be entered into a raffle for a full afternoon tea for two at Thornbury Castle worth £47 and kindly donated by Thornbury Castle.



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BPMC 2018 Events Calendar

Date	Event	Location
Mon 16th Jul	Evening Car Tour	Budgens, Emerson's Green
Sun 12th Aug	Sunday Treasure Hunt	
Sat 18th Aug	Pegasus Track Day	Castle Combe Circuit
Sun 2nd Sep	Aerospace Bristol Visit	New event details soon
Mon 10th Sep	Club Night	BAWA 8pm
Sun 23rd Sep	Pegasus Charity Classic Car Run	
Mon 8th Oct	Club Night	BAWA 8pm
Sat 20th Oct	Pegasus Sprint	Castle Combe Circuit
Mon 12th Nov	Club Night	BAWA 8pm
Mon 10th Dec	AGM Buffet & Prizegiving	BAWA 8pm

Brakefire



Juan Pablo Montoya, going into the Dunlop chicane at Le Mans, lights up the front brakes of his United Autosports Ligier Gibson. He shared the car with Hugo de Sadeleer and Will Owen and was classified 9th overall 5th in LMP2.