

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Llandow Sprint winner Photo Tony Smith



June 2019

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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

Editorial

It's been a strange month mostly preoccupied with the health of a family member, fortunately everything has turned out for the best. The scare did mean I had to interrupt my first visit to Llandow for a couple of years and plans to take part in a free introduction to sprinting had to be put on hold, maybe next year.

While visiting Faversham Sue thoughtfully took some pics at the 25th Faversham Transport Weekend 2019 a selection of which are included in this issue.

As I write Sue and I are looking forward to taking part in next Sunday's ACE classic tour which will probably have taken place by the time we go to press.

After the Tour I'll be sending Madge off to the garage for new brake pads and replacement of brake fluid, a job which regrettably I do not have time to do myself, in anticipation of the trackday in August. Hopefully the Evening Car Tour on Monday July 15th will provide a good, free to enter, opportunity to run them in.

Unfortunately I will not be able to attend our next Autosolo on July 21st in anything other than a spectating capacity if everything is quiet at work, if you have not entered details and booking forms will also appear on the web page.

There are still places available for the Trackday at Castle Combe on August 17th, details and booking forms are online on the <https://bristolpegasus.com/news/events-calendar/> webpage.

Thanks to everyone including Sue Brown, Phil Jones, Andy Moss, Tim Murray, Ken Robson, Mark Tooth and Tony Smith who contributed to this month's issue including Tony Smith for his action shots from Llandow.

Wishing you a safe month's motoring.



Photo Andy Moss

Ralph Colmar

Events Calendar

Club Trip - Saturday June 8th

Cosford RAF Museum during the day and afterwards an evening visit to Birmingham Wheels to watch the stock car racing. This will be a long day, approximate return to Bristol at 11pm. A mini bus will be provided but numbers will be limited. Please give your name to Nick Wood (07786936941) if you would like to come.



Monday 15th July Evening Car Tour



New route from Ben Bishop, gather from 7:00 for a 7:30 start at Blackhorse Garage, Emersons Green, BS16 7AN

Sunday 21st July Summer Auto Solo

We are glad to announce an additional Autosolo will be run in the Brightside Car Park, for full details and entry form see <https://bristolpegasus.com/>



Saturday 17th August Castle Combe Track Day



Entries open all details are published on the club website where you can enter online :- <https://bristolpegasus.com/news/events-calendar/>

Marshalls Wanted

Red Kite Stages Sun 23rd June

Amman and District MC, are looking for marshals / radio's / start and finish crews.

Contact can be through the site Chief Marshal, Alan : alanhinton@yahoo.co.uk.

Three Shires Stages Saturday Sept 7th

Cheltenham Motor Club is pleased to announce that the Three Shires Stages. Based at Eastnor Deer Park near Ledbury the event will also run on 5 closed public road stages within Gloucestershire, Herefordshire and Worcestershire.

We are inviting motor clubs and individual members to help with the running of this ambitious and prestigious event. Contact Kevin Smith kev@cheltmc.com.

Pegasus Sprint Saturday 19th October

If you would like to marshall on our annual sprint at Castle Combe please contact social secretary Nick Wood.

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

July 2nd Brian Angus Engineering at Lotus, Aug 6th Paul Hausshauer Lotus & Clan, Sept 3rd Michael Oliver Lotus 49 & 72, Oct 1st Ian Phillips F1, Nov 5th Richard and Henry Williams on Williams Automobiles, Dec 3rd Steve Soper.

All BPMC members welcome.

Advertisement



Incarace Motorsport Live, promoting Stock car, Banger and Hot Rod Racing at Hednesford Hills, Birmingham Wheels and Brafield Stadium Northampton

INCARACE are leading promoters of Stock Car and Banger Racing in the UK at Birmingham Wheels, Hednesford Hills and Northampton International Raceways.

www.spedeworth.co.uk

ACE Classic Tour Start



Volkswagen Beetle



Mini



Ford Cortina



Jaguar XK8



Vauxhall Calibra



Pilgrim Sumo Mk3



Mazda MX5 NA



Porsche Boxter

Photos Andy Moss

ACE Tour Abergavenny Castle



Volkswagen Golf GTi Mk2



Reliant Scimitar GTC



FIAT Barchetta



Buckler Daimler V8



Morris Minor Traveller



Morgan Plus 4



Austin Healey 3000 MkII



Doretti

Llandow Sprint Paddock



Pete Devall's Peugeot 106



Nobel



Anthony / George Brown Toyota Celica



Ben Stapley Datsun 240Z



Tom / Sam Thompson Ginetta G20



Roy Sims Singer Chamois Super Sport



Colin Frith Ensign LNF3



John Hawley MG Midget

Photos Andy Moss

Llandow Sprint



Neil Thomas MG Midget 1st MG Class



Martin Watts Sylvia Riot 1st DEWS class



Megan White Swift SC93F



Sam Thompson Ginetta G20



Darren Duffield Mini Cooper S 2nd Mod Prod >1800



Charles Alexander 3rd Mod Prod <1800



Daniel Redgewell Renault Clio Sport 182



Pete Goodman Ford Fiesta ST

Photos Tony Smith, over 700 more on the BPMC FB Page !

It's an uphill struggle

The only problem with indecision is deciding what to do...

It was the SL55 that, would go to a new home. Oh dear this is difficult.

I didn't have much appetite for tyre kickers coming round wanting eye widening test drives. The SL55 is such a weapon that if you are not familiar with quick motors, rolling it into a small ball is the likely result.

So I thought long and hard and decided to employ a Merc specialist to sell it, the thinking being that the fee would be more than offset by the premium they would attract. Well the projected maths said that's the right answer but of course in these 'Brexit' days, selling things is not a cinch.

Come the day to take it down to Sussex – yes it was that far – and I managed to clash with Mrs J's plan to go to Cornwall for the weekend. Yes I know that sounds a bit odd as it's a fair step from Cardiff but there is method in her madness and I have her permission to say so...

So old plonker Jones gets on the road at 6 am on his Friday day off – having disturbed all and sundry in the neighbourhood when the 5.4 Litre supercharged V8 barked into life – and piles on down to Sussex. All went smoothly (it always does in the SL) and the car was deposited at the dealer, who in turn kindly deposited me on a nearby train.



4.5 hrs and 4 changes later, nerves fried by 'the general public' blasting bloody mindless headphone music next me and I got off at Pinhoe near Exeter, the thinking being that it was nice and convenient for the Boss just off the M5. Several laps of the town later, due to roadworks, and we were on our way down the A30 in the Jeep. Just 2 hours later and we landed at Carbis Bay and found that we had

accidentally booked an excellent hotel with a cracking restaurant in it. I ate like a pig all weekend and pondered whether to swap the C63 for something or carry on with it. I like making up problems to think about.

December brought some frenzied car activity just before Christmas and even more frenzied work activity. It was a bit 'Children in Need', I was cream crackered.

Anyway, the Marcos came home for Christmas. More correctly, it came home in readiness for a rolling road set up in January. It was running like a Swiss watch on Strombergs but more like a Timex on Webers.

So a set up was needed. It's now got its yellow nose, replicating the 1968 Le Mans entry and it sports gold Minilites with special offset to maximise the track to FIA spec and a set of Pirelli CN36s. Looking good, I couldn't wait to run it.



To top it off the C63 BS needed its MOT and I decided to get them to look at the rear dampers. In an earlier Backfire I mentioned that we had adjusted the fronts and, at the rear, we had done the rebound but, for some reason, the 2mm Allen key would not locate into the bottom of the rear damper to do bump. I was fretting that someone had rounded it and at the angle I was at, with the car on a jack, it was damned difficult to 'get it in the hole'...so I wanted it on a ramp for a look.

The chaps at MB Cheltenham are a good bunch and were happy to pop it up for me. They had not done a Black Series so sheepishly came and got me to join them under the ramp which I was more than happy to do. They were embarrassed to ask but, as it turned out, it was my embarrassment when neither of us could get an Allen key in.

What's goin' on 'ere then? Lower the ramp, get the manual from the glovebox and ...its 2mm Allen for all the adjusters....except the rear bump which is a 'special tool' in the boot.

'Special Tool' indeed... The 'tool' is actually similar to a paper clip, just a bent piece of wire that you can insert in the 'ole. No surprise that the right rear was on max and the left about $\frac{3}{4}$ hard. With them reset to factory the ride made another step and was now not far off 'GT' rather than hot-rod.

The rear tyres are getting low – they are the originals from 2012 have done 10,000 miles – so when I replace them I will look for something slightly softer – maybe a Goodyear Asymetric 3 which is apparently quieter and better in the wet than most - which probably means it's a little softer and may ride well. It's my theory. Let's see.

So the C63 stays then? Well. More a case that I don't really want to sell it but, equally, I am trying not to refill the garages and make more chaos. Mind you, a nice Merc 450SEL 6.9 came down to a cracking price at Christmas. That's a stonking machine with its M100 (600 Grosser) V8 and hydraulic rather than air suspension. Real thug in a smart suit. Hmm.



Ronin, James Hunt's driveway, the cult Paris video 'Rendezvous'...the '6.9' is in them all

And then it got worse. The Type 79 Lotus Exige 430 Cup that I was drooling over at the Festival of Speed (or 'Greed' as TCM calls it) came up for sale. The only one of its kind unless someone orders another like it. Oh dear...

Meanwhile Owen has been studiously practicing and practicing. After all he has GCSEs ahead of him and it's his big chance. So his time on the X Box will no doubt serve him well in later life. Certainly 5 mins 10 round the Nordschleife in a Ferrari F2004 says he can at least do something well. My critical skill at that age was Pacman. I was really good at that. But only that.



To cap off the New Year 'start of the season', Lloyd and I went to the Footman James Coffee & Chrome event at Chateau Impney.

We went in the C63 BS and were planning to park at the hotel and walk over to see the classics but, bugger me (well...) we ended up 'in the show'. It was superb. Probably 150 – 200 entries from a concours Allegro to a recent model Camaro SS with a supercharger. Bacon rolls and coffee down us, we were in heaven.



2019 will be a long year. How wonderful!

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

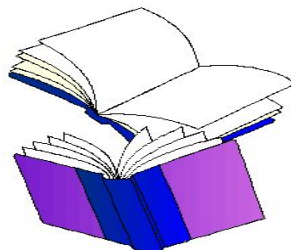
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- alan49spencer@gmail.com 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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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**

2019 Clubmans Championship

Position	Name	Total	No of events	Organised or marshalled?
1	Chris Thompson	18.08	4	No
2	Alan Spencer	15.75	4	No
3	Tom Thompson	10.70	4	No
4	Ben Bishop	10.25	2	No
5	Philip Turner	9.08	2	No
6	Martin Emsley	7.75	2	No
7	Shaun West	7.25	2	No
8	June Seville	6.75	3	No
9	Sam Thompson	6.17	2	No
10	Mark Hoppé	6.00	2	No

Compiled by Tim Murray

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.

Bristol Pegasus Fantasy F1 - 2019

Positions after Monaco GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Katie Davies	Hülkenberg	Räikkönen	Alfa Romeo	Mercedes	Red Bull	344
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	327
Simon Moss	Grosjean	Leclerc	Red Bull	Alfa Romeo	Mercedes	311
Ben Cox	Grosjean	Räikkönen	Alfa Romeo	Ferrari	Mercedes	296
Richard Ibrahim	Albon	Grosjean	Alfa Romeo	Ferrari	Mercedes	295
Donny Allen	Räikkönen	Sainz	Racing Point	Red Bull	Mercedes	292
Helen Davies	Hamilton	Räikkönen	Alfa Romeo	Red Bull	Haas	281
Sharon Reynolds	Hülkenberg	Stroll	Racing Point	Red Bull	Mercedes	281
Richard Reynolds	Räikkönen	Verstappen	Renault	Red Bull	McLaren	255
Martyn Davies	Leclerc	Räikkönen	Alfa Romeo	Ferrari	Alfa Romeo	254
Tim Murray	Verstappen	Stroll	Alfa Romeo	Ferrari	Toro Rosso	252
Martin Emsley	Verstappen	Leclerc	Alfa Romeo	Toro Rosso	Ferrari	249
Liz Ibrahim	Räikkönen	Ricciardo	Haas	Red Bull	Ferrari	242
Helena Sarsted	Ricciardo	Vettel	Alfa Romeo	Red Bull	Toro Rosso	241
Alyson Marsden	Kubica	Vettel	Ferrari	Williams	Alfa Romeo	238
Tim Cosh	Ricciardo	Sainz	Red Bull	McLaren	McLaren	236
Robert Bull	Hamilton	Norris	Toro Rosso	Williams	Ferrari	235
Audrey King	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	232
Mike Marsden	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	232
Sam Thompson	Leclerc	Magnussen	Alfa Romeo	Ferrari	Renault	230
Ralph Colmar	Hülkenberg	Norris	McLaren	Renault	Alfa Romeo	219
Chris Bennett	Verstappen	Ricciardo	Red Bull	Renault	Alfa Romeo	217
Mal Allen	Norris	Ricciardo	Hass	Red Bull	Ferrari	216
Alison Bennett	Hamilton	Leclerc	Alfa Romeo	Williams	Renault	214
Rachel Stevens	Hamilton	Sainz	Alfa Romeo	Racing Point	Haas	198
Andrew Moss	Räikkönen	Ricciardo	Ferrari	Haas	McLaren	191
Claire Hazlehurst	Räikkönen	Verstappen	Haas	Renault	Ferrari	191
Abi Reynolds	Grosjean	Hamilton	McLaren	Renault	Alfa Romeo	190
Chris Thompson	Hamilton	Räikkönen	Haas	Renault	Alfa Romeo	187
Tom Thompson	Grosjean	Leclerc	McLaren	Renault	Ferrari	173

Compiled By Tim Murray

F1 Calendar

7	Canadian	Montreal	09-Jun
8	French	Paul Ricard	23-Jun
9	Austrian	Red Bull Ring	30-Jun
10	British	Silverstone	14-Jul
11	German	Hockenheim	28-Jul
12	Hungarian	Hungaroring	04-Aug
13	Belgian	Spa	01-Sep
14	Italian	Monza	08-Sep
15	Singapore	Marina Bay	22-Sep
16	Russian	Sochi	29-Sep
17	Japanese	Suzuka	13-Oct
18	Mexican	Mexico City	27-Oct
19	United States	Austin, Texas	03-Nov
20	Brazilian	São Paulo	17-Nov
21	Abu Dhabi	Marina Circuit	01-Dec

RIP Niki Lauda 22/2/59 - 20/5/19



Niki Lauda seen leading Tom Pryce on his way to being declared winner of the 1976 British Grand Prix after crossing the line 2nd to James Hunt who was disqualified for an alleged push start in the aftermath of the first corner incident during the aborted first attempt to start the race.

Fantasy F1 – Quarter Season Report

As I write this the Monaco Grand Prix has just finished with yet another Mercedes victory, making it 6 out of 6. Mercedes have won the first 5 with 1-2's and Monaco being the only hiccup for a perfect run with a 1-3 after Red Bull gave Max an unsafe release who then collided with Bottas.

This is a complete turnaround from pre-season testing and makes the extra £10million the Mercedes team cost over Ferrari in the BPMC Fantasy Formula 1 seem an absolute bargain! It has certainly done Katie Davies no harm as the runaway leader of the Fantasy F1 Championship, being the only one to have chosen Mercedes as one of her teams which accounts for the vast majority of her points scored so far. So what is happening with the teams?

Magic at Mercedes

All of the ingredients you need in modern F1 are all here. A big budget, cool, clinical management, world class drivers and excellent strategy from the pit wall. In pre-season testing they did not have the fastest car, Ferrari did, so what happened to find the extra pace?

The answer lies in aerodynamics which Mercedes have got spot on this season. Historically mid-engine cars have had positive rake where the rear ride height is higher than the front. This has been perfected over the years most notably by Adrian Newey who has designed many a championship winning car at all the teams he has worked for.

This year Mercedes have moved away from the positive rake mantra to a flatter ride height finding other areas of the car design and more aerodynamic downforce to make the car fast at every circuit. You only have to look at the mid field teams to see they are quicker at some circuits than others, whereas Mercedes have been quick at all of them.

In view of the fact that the ride height has to work in harmony with all other aspects of the cars design, a team cannot simply level the ride height for a quick fix. In view of this, I think it is unlikely that other teams will catch up this season and we will probably have to wait until next season to see a challenge to the mighty Mercedes. Although it's still early in the season I think the winner of the F1 Championship at the end of the year will be driving a Mercedes.

Fiasco at Ferrari

Oh dear, Oh dear! You just couldn't make this up. Ferrari have been woeful so far this season. They have managed to mess up everything so far this year.

Team orders, tyre strategy, pit stop timing and then went one better in qualifying at Monaco. Believing that Leclercs time was good enough to get into Q2, they did not send him out for a 2nd run on an improving track so he got knocked out in first qualifying starting 15th on the grid! 15th for a Ferrari!

The one time they got it together in six races, Leclerc was on for his maiden victory only for the car to let him down. So a certain win was lost and he finished third. So where has it all gone wrong?

Basically, Italian Management. The last time Ferrari won the F1 Drivers Championship with Italian Management was in 1979 when I was still at school. This year Ferrari replaced team principal Maurizio Arrivabene, who was seen as too aggressive, with Mattio Binotto to bring a greater rationality to the team.

Apart from looking like Harry Potter's older brother he seems to have brought his tactics and levels of competence from the school classroom. Added to this Sebastian Vettel is a shadow of the 4 time world champion driver he was at Red Bull and continues to make mistakes, displaying the composure of a petulant child when things don't go his way.

Contrast that to the stability at Mercedes and the cool, clinical management team from Britain & Germany and it's easy to see why they have consistently prevailed over Ferrari even when they do not have the faster car. So if the Ferrari F1 Management are reading this esteemed publication let me spell it out for you, ITALIAN MANAGEMENT DOES NOT WORK!

Resurgence at Red Bull

The switch to Honda engines and the design genius of Adrian Newey has kept Red Bull in touch with the front two. Add to this the aggressive driving of Max Verstappen and they have been regular visitors to the podium so far this year.

They will always be there to mop up a win when either Mercedes or Ferrari have an off day. The reliability of the Honda engine is now there and with a bit more power they are more likely to challenge Mercedes than Ferrari as the season progresses.

Gasly has had a patchy start having been promoted to the Red Bull team when Daniel Ricciardo left for Renault at the end of last season. As with any team it takes time to settle in, but the best drivers Senna/Alonso/Hamilton were all able to hit the ground running and make an immediate impact.

Red Bull were keen to ditch the Renault engine after seeing too many times their cars failing to finish a race or hamstrung with grid penalties when engines or gearboxes had to be replaced. Honda got all the teething troubles out of the way with McLaren, I expect the Red Bull/Honda partnership to get better as time goes by and for some race victories to come their way later in the season.

Rubbish at Renault

Around 15 years ago my wife became the owner of a 2001 Renault Megane diesel. It had numerous electrical faults, went through bulbs for a pastime and even tried to blow itself up when the engine drew oil from the sump into the cylinders and ran away uncontrollably.

She then declared that she never again ever wanted to sit in a Renault let alone own one. I would guess that apart from the money they are paying him, that's probably how Daniel Ricciardo feels right now.

I think the engineers that built my wife's Megane are now working at their F1 team as the poor reliability that plagued Red Bull has continued. The much publicised "full factory outfit" with a top F1 driver in Ricciardo has failed to deliver as they not only struggle for reliability but consistent pace from one race to the next.

What of the midfield?

The expression "Best of the Rest" after the top 3 teams is one often talked about by journalists. Such is the competitive nature of F1 that no one team seems to be dominating with race results varying from one track to another.

Of all the teams HAAS seem to be most consistent so far. McLaren put in a good race then drop away for the next one and Racing Point (Force India) seem to be good in one race then drop to the back in the next.

As the season progresses, so the team that does the better job will come to the top for the ever important Constructors Championship and share of the prize money.

Woe at Williams

The once mighty Williams team for the second season running seem welded to the back of the grid. The appointment of Paddy Lowe from Mercedes was a disaster with the car not ready for pre-season testing and missing crucial running.

As a result Williams are at least one step behind the rest of the field and given their limited budget I do not see that improving as the season continues. It is a sad reminder that past success does not guarantee future glory and I hope they are able to turn things around and get back in the mix.

If you have anything Williams as part of your Fantasy F1 set up do not expect to score any points from them this year as they look to rebuild for 2020.

Summary

If and it's a big IF, things continue as they are for the rest of the season Katie Davies will be crowned BPMC Fantasy F1 Champion and I will have to wait yet another year for my 3rd Title. As things stand now, it's hard to see things changing for all the reasons above but the world of F1 is a strange one. Seeming impregnable positions have been lost in the past, think of Niki Lauda in 1976 and Lewis Hamilton in 2007. Whatever happens, I will be watching until the end of the season and one of us will be victorious and crowned BPMC Fantasy F1 Champion.

Ken Robson

The 24th Chipping Sodbury **CLASSIC CAR RUN** Sunday 30th June 2019


Assembly in Chipping Sodbury High Street 7.30am

Open to pre-1994 cars,
motorcycles and light
commercial vehicles

Coffee stop at Royal
Wooton Bassett
Rugby Club



Finish from Noon at The Ridings
Playing Fields, Chipping Sodbury

CONTACTS:  facebook.com/rotarychippingsodbury

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SPECTATORS WELCOME FREE AT START AND FINISH

Sparky's Diner Breakfast Meet Lydney



Caterham Seven



MG B GT



Ford Anglia



Ford Mustang



Ford Mustang



Morris Minor



Lancia Fulvia



'35 Ford

Photos Andy Moss

25th Faversham Transport Weekend



Circa 1926/28 Citroen B14



1934 Riley Lynx



1930 Austin Seven Hamblin Cadet Spl



Shepherd Neame Brewery Vehicles



1970 Fiat 500 Giardiniera



1990 Aston Martin Virage



1999 Bristol Blenheim



2016 Suffolk SS100

Barbara Carter Memorial Rally 30th Nov / Dec



BPMC members are invited to enter or marshal this event ffi :-

<https://fb.me/BarbaraCarterMemorialRally>

or contact CoC Daniel Pidgeon Daniel@britishroadrallying.com

Evening Car Tour



New route from Ben Bishop.

Gather from 7:00 for a 7:30 start at :-

Blackhorse Garage, Emersons Green, BS16 7AN

Monday 15th July

Andy's Bits

I did not manage to get an article to Ralph last month so I should have plenty to write about if I can manage to remember what I have been up to in the last couple of months. Firstly the cars. Well the Marlin is still broken in my garage. I stripped everything down, replaced all the bent bits and expected the job to be done, but still have an issue with the track rod end rubbing on the tyre. The plan is now to replace the suspension upright and steering arms - one or both of which may be bent/twisted. Still convinced nothing has moved chassis wise so we will have to see what happens when I get the time to do it bit more on it. This means the Westfield is still at Nick's and the Rover has not been taken out of winter hibernation. The only car I have actually used is the MX5, which I have a half share in with Nick and Cherry.

Myself and Nick took this out on the ACE tour which was a very enjoyable day out. We had a great entry of over 40 cars. This event has quite a different feel to the recently added September Pegasus tour. In lots of ways it is a more laid back event, perhaps a reflection on it running for over 20 years and the fact that Tony Joiner brings a lot of humour to the proceedings. I am not sure what anyone entering for the first time would make of the raffle prizes, some of which make you feel that you have lost if you win them. The whole point though is the raffle raising money for a good cause and event in general is all about having fun.

This month we also had the Llandow Sprint, which was another event with a brilliant entry. We are of course helped by the fact that at one time there were three sprints at Llandow, all of which struggled for entries unless they had the support of one of the big championships. Now we are the only event left at the circuit and, whilst we have some good championships supporting the event, we are not dependent on getting a huge entry from any single one. Having said all of that I think between ourselves and BMC we put on a good event that seems to be enjoyed by the competitors.



Away from club events, I had a great week with Nick and Cherry over in Ireland. We left on the Saturday evening after Llandow and enjoyed a relaxed drive up through Southern Ireland before crossing the border into Northern Ireland where we would spend a few days in



Newry before heading on to the North West 200 bike road race. With the benefit of Cherry's local knowledge we saw some amazing scenery around Newry - I really recommend a trip to the North if you have not been there. The people were really friendly and we enjoyed some great food and company.


I will include some more photos and a short write up on the bike racing next month, but will mention here that we visited the Dunlop Memorial in Ballymoney - the list of achievements of both Joey and Robert Dunlop is something to behold. So very sad that they paid the ultimate price for their passion for one of the few sports where people still risk their lives.



From where we were staying we could visit the Giant's Causeway on foot - another amazing sight - by walking in we also avoided the cost of the National Trust park and ride and visitors centre which did seem a little excessive.

Finally a mention for the Breakfast meet at Sparky's Diner - there was a decent turn out for a first event, and it was nice to talk to some old and new club members. The removal of the toll has opened up the other side of the bridge and it takes me less time to reach a lot of nice locations on the other side of the Severn than it would to get south of Bristol. The roads are certainly more fun than driving through central Bristol !





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BPMC 2019 Events Calendar

Date	Event	Location
Sat 11th May	Llandow Sprint	Llandow
Sun 2nd June	ACE Classic Tour	Brightside Car Park Aust
Mon 15th July	Evening Car Tour	7pm TBA
Sun 21st July	Summer Autosolo	Brightside Car Park Aust
Sun 11th Aug	Summer Treasure Hunt	10am TBA
Sat 17th Aug	Track Day	Castle Combe
Sun 8th Sept	Autumn Autosolo	Roll Royce Filton
Mon 9th Sep	Club Night	BAWA
Sun 15th Sept	Pegasus Charity Tour	Castle Combe
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

Phil's Backfire Challenge



Just for fun can you name this engine and application ? Answers next month