

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Chris Buckley who was fastest at the Manbat Pegasus Sprint - Photo Scott Bolton



November 2016

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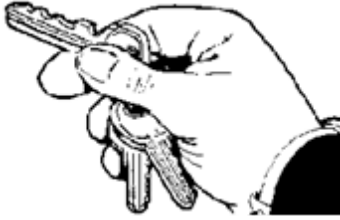
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Chairman's Chat

By Andy Moss

What a great October. We had two memorable days at Castle Combe. At the start of the month we had our club display at the Castle Combe Autumn Classic. We were also delighted to once again be involved in the 500 Owners Club race, and the club again had the pleasure to present the trophy to the winner of the race.

Later in the month we returned to Combe for our own Pegasus Sprint. We were lucky to have good weather for most of the day, but early morning mist meant we had to delay the start of the event until there was sufficient visibility between the marshals posts. Despite this we managed to give a full entry of 100 cars two practice and timed runs of a course comprising a full lap of the circuit. The day was very enjoyable and we have received lots of positive feedback from the competitors.

In between our visits to Combe we had our club night at BAWA - always good to have a chat with fellow club members.

Despite being well into autumn we still have some good events in November. First we have Pete Goodman's trip to Haynes - this will have already happened by the time you receive Backfire and should be a good trip. Then we have our annual trip to the NEC Classic Car Show. Ralph Colmar has organised this one and we again have a mini bus of club members going. The show is certainly huge and has a wide variety of motoring attractions. Add in some good company and a stop for a nice meal on the way home and I am sure it is going to be another memorable club trip.

Looking forward to next year we should have our first draft calendar for next year prepared in time for next month's Backfire. We can however confirm the dates for our major events. The Llandow Sprint will be Saturday 13th of May, The ACE Tour will be on July 4th, our Castle Combe Track Day is on the 19th of August and the Pegasus Sprint will be the 21st of October.

If you have any suggestions for anything you would like to see the club get involved in next year please drop me an e-mail - it is not too late to add events to the calendar and we are keen to provide a varied calendar of events that appeal to our members. Keep watching the club website for the latest news.

Finally a mention for the AGM, full details of which can be found later in Backfire. We have some opportunities for people to join the club committee this year and have a number of ways in which people can get involved. Those of us already on the committee have a lot of fun running the club and it is a great way to meet other members and really get to the heart of what the club does.

There are opportunities to get involved in any aspect of running the club that takes your interest - many of us started by joining as a committee and then getting involved in specific roles later. Plenty of help is available - whether you are an experienced competitor, marshal, organiser or someone new to the club, you would be very welcome to come along and get involved.

Turning to my own motoring activities, October is a busy month as for some reason I have a lot of MOTs due around the same time. Both the Marlin and the Rover managed to pass first time with just a couple of advisories for me to fix over the winter.



With a fresh MOT on the Marlin I took the opportunity to enter the MGCC production car trial the week before the Pegasus Sprint. This was also the first competitive event that my son Simon has driven in - having only passed his test last year he did very well given he had not driven the Marlin until we arrived in the field for the event - it is quite different from his Peugeot 107!

During the summer I take the tyre rack and toolbox off the Marlin and with a lot less weight over the rear wheels I was surprised how much we struggled on some of the sections - before the winter I will put it back on and perhaps add a bit more weight to see what difference it makes on the more serious events. My first event will be the BMC Allen Trial with Richard Reynolds in the passenger seat - Should be good.

Editorial

"The end of the summer is not the end of the world. Here's to October..." A.A. Milne

This autumnal month has certainly been a pleasant one here at Backfire Towers, after the Castle Combe Autumn Classic covered last month I managed to pop back to our local circuit for the Finals Meeting which was packed with close racing particularly from the Formula Fords where Ben Norton came through after great battles to win both races and the first four time winner of the Karnival.

Three days before the MANBAT Pegasus Sprint I found out about a Navigation Scatter being organised by the Bath Motor Club at Gordano Services on the evening before the MANBAT Pegasus Sprint.

Never having taken part in a Scatter I contacted Ben Bishop to see if he would like to join me and despite his family suffering seasonal ailments he agreed. The event was run by Simon Sparey who we met along with the four other crews at Gordano.

In our ignorance we plotted all the of the map references and then realised we had no chance of getting to all of them, in the end we got to five and Ben answered a sixth question correctly because it pertained to a previous place of employment we finished 4th out of the five competing teams having had a lot of fun and looking forward to putting some hard lessons learned into practice on another event soon.

The next day it was up bright and early for the MANBAT Pegasus Sprint where I spent time with two novice marshalls on the post at Avon Rise in the morning and exit to Bobbies in the afternoon.

Afterwards I met up with several members of the club at the Crown and spent a lovely evening in the company of Yellow Dragon driver Phil 'The Speed' Jones and his family, Phil tells of how he had to make the difficult choice between a Mercedes Benz E500 and Jaguar XJS in the pages of this issue.

Unfortunately an early start at work meant I could not drop by for the RAC Rally of the Tests at the RAC building in Bradley Stoke but Alan Dillamore has kindly sent some photos of the event which can be seen within.

On Sunday I managed to get to the Haynes International Motor Museum for the trip organised by Pete Goodman and hosted by fellow member Ken who told us the fascinating story of how John Haynes wrote a pamphlet about an Austin A7 special he built at school and progressed to produce his first servicing manual on an Austin Healey and became a manual publishing magnate with a fabulous multi million pound collection of nearly 400 vehicles.

This month we have a club meeting on Monday the 14th, a skittles match with free food on Saturday the 26th followed by more free food at our AGM on Monday December 12th, I look forward to seeing you all at one or more of these events.

Wishing you all a safe month's motoring.

Ralph Colmar

Events Calendar

Monday 14th November - Club Night Bawa

Our next club meeting is at BAWA is on Monday 14th of November. This month will be a social along with motorsports video on the big screen 8pm start. We also plan to show a couple of Ben Bishop's excellent videos of club events on the big screen.

Saturday 26th November - Skittles BAWA - 7.30pm

All members and guests welcome to our pre Xmas get together for a skittles match with Tavern Motor Club and Bristol IAM - Free food provided. If you are up for a game simply turn up on the night.

Notice of AGM - Monday 12th December 2016

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2016 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 25th November 2016.

The AGM will be followed by the club's 2016 Awards ceremony and free buffet.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

"Enclosed with this month's Backfire are our unaudited statutory accounts for the year ended 31st October 2016. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 12th December 2016."

Tuesday 27th December Christmas Autosolo - Aust



Club Night Venue

Our regular venue is -

BAWA Leisure Centre

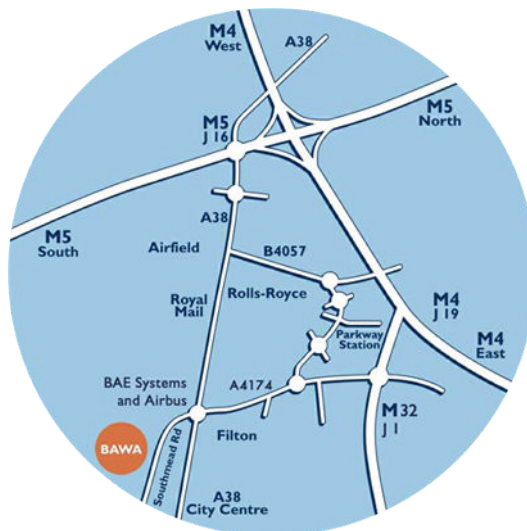
589 Southmead Road, Filton, Bristol, BS34 7RG




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, we recommend arriving at 7:30pm for 8pm starts.



Note : Next BPMC meeting at BAWA is on Monday 14th of November 8pm start in Room 7.



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MGCC Kimber Trial - Sunday 16th October 2016

Pagans Hill Farm, Chew Stoke, Bristol



MANBAT Pegasus Sprint - Feedback

Brilliant day today. Love my car...once I can rev it a bit it's going to be quick :-)

Thanks for doing your thing. My wife spends lots of her free time arranging athletics meetings and I know how much time it takes. - See you next season

Thank you for a fantastic day. First time at Castle Combe. Thoroughly enjoyed. Got thoroughly beaten in my class but that will teach me to have an old v6. See you next year. I'm back in Cornwall thinking about car mods for the winter.

Many thanks to you and all at Pegasus for putting on a splendid day yesterday

Again fantastic day, many thanks

I would like to thank you and Bristol Pegasus motor club for a well organised and run event.

This was my first event at Castle Combe and loved every minute, I will definitely entering again next year!

Thank you and your team for organizing yet another great Saturday.

It was a great event enjoyed by all our competitors; thanks to everyone involved, we particularly thought that the Cadet Marshals did a fantastic job in the paddock and start area.

My thanks to you, the other officials, Manbat and all the marshals for a great and enjoyable event.

Brilliantly run event as always, in spite of the misty start and the odd 'off' you still got lots of cars through efficiently. Thanks again, see you next year!

I thoroughly enjoyed the Pegasus Sprint

Thank you for sending me the results. Thanks also to you and the team for a most enjoyable end of season meeting. The weather certainly helped, but there was also a really nice, relaxed atmosphere about the place. Always just a bit sad towing home after the last event of the season.

MANBAT Pegasus Sprint - Castle Combe



MANBAT Pegasus Sprint - Castle Combe



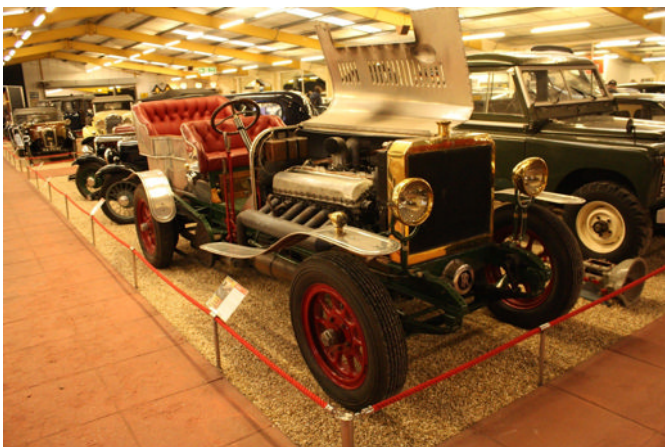
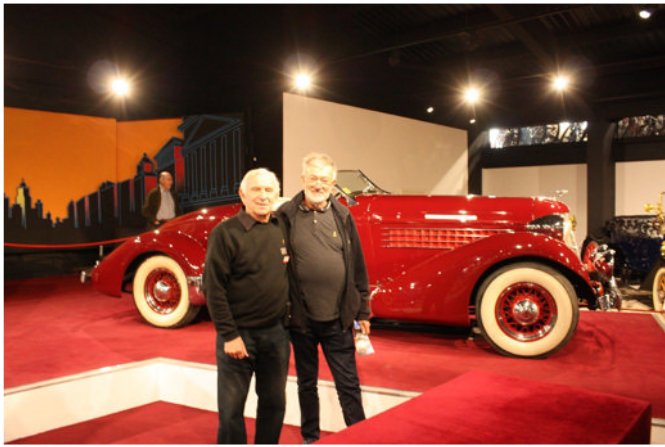
More action photos on the [BPMC Website](#)



RAC Rally Of Tests - Bradley Stoke



Haynes International Motor Museum Visit



It's an uphill struggle

Round and round in circles...

I am permanently buying, selling or thinking of doing the same regarding cars, especially classics. It's in the blood, incurable, sometimes jolly inconvenient but generally a pleasure.

When I am on long haul flights or stuck in some poxy hotel, a copy of Classic & Sportscar, Classic Car, Auto Italia or one of the many club rags is all I need to keep me sane. I see people sat next to me playing mindless electronic games for hours. They probably can't figure out why I am sat there so contentedly reading about old bangers and I can't imagine why they would want to sit there pressing buttons for hours. We are all God's children and that's what makes the world a fascinating, if untidy, place.

I find that a love of all cars is more common than we might think – not quite in the football 'league' but close. On planes I have sat next to avid Alvis, Aston and Alfa collectors. At a dinner in Hamburg – I was visiting Lufthansa – my next door neighbour turned out to be a big Healey fan. As, apparently, are a lot of Germans. They love old British roadsters.

In Oregon in the good 'ole US of A, out in the wilds and after eating a decent Bisson steak, I followed, in my Chevy rental car, a colleague's '55 T Bird back from the restaurant. It was a magical sight. In Cyprus I ended up blagging a ride in a terrific Alfa Giulia Berlina with a guy that really knew the local roads. It was a decidedly brown trouser experience but I won't forget it.

As a result, my list is ever changing as I work my way through it or determine that's it's never going to happen and strike them off. The latter is happening more regularly now that prices are getting a little over heated.

This year I decided to once again try and drive an 'interesting' car daily for a while. In an earlier column I mentioned that I had acquired a late model Jag XJS and its truly lovely. In the hunt for it though it nearly didn't happen when I became besotted with the idea of a Mercedes 500E / E500.

I don't know how familiar you are with these as they are pretty rare and a bit of a left field (indeed Left Hand Drive...) choice. You may be in the 'don't like Merc's camp' considering them a bit serious and indeed some of them are, I agree.

But Benz invented the car and they have always been capable of making bonkers models even before they got modern trying to compete with BMW and Audi and 'got down with the kids' with a bit of bling thrown around.

I like the old school 60s – 90's Mercs with fabulous build quality which means that they are viable as everyday cars even now. Yes, they take more maintenance but the parts are all available. MB supports their old cars unlike Peugeot, Citroen, Fiat to name just a few where history seems to get airbrushed out.

In return for more servicing and higher maintenance costs, you get little or no depreciation and the joy of driving something without electronics to 'save you'. Wonderful. With a Blue tooth radio and a Nav you are all set.

This all applied to my old W126 S Class and I really enjoyed it. A three year stint in my last Jeep Grand Cherokee (which is brilliant by the way) had me reflecting on how to get back to that 'old car' enjoyment every day. All sorts crossed my mind – Volvo 164 or P1800ES, several Mercs, early XJ6, Porsche 924. All over the place. And so one evening in April I was on my way down the A42 near Tamworth and about 30 mins ahead of plan. It would be rude not to stop and have an ogle at a classic wouldn't it ?

A quick call to a dealer nearby and I am in his huge lockup building and in heaven. Classic Mercs, Aston, BMW CSL, Integrale, Citroen DS's. Oh my. What I had gone to see though was special. A Merc E500. At first glance these look like any other Merc W124 series from the 90s – a classic Hamburg taxi really. Brilliantly built, I used to ride shotgun in one owned by the Quality Director at GE Aircraft Engines in the 90s. His was a black 230E 4 cylinder, came with Dusty Springfield oozing from the speakers as standard fit and it was always perfect. The MD had a blue 260E with a 6 cyl and that was nice too.



But this E500 is another thing. Front end re-engineered by Porsche, wide track, 5 Litre, alloy, 4 OHC V8 from the SL500 dropped in, flared arches and final assembly by Porsche on the same production line as they used for the 959. I'm having a bit of a turn just writing about it. I had a good look and went away pondering.

The next day I managed to coax the ever patient Mrs Jones to come with me for a day out – which means visiting car garages and then, if there is enough time, a spot of dinner in a pub. If not, its sandwiches from a petrol station. Well its worked 24 years so far so don't knock it.

We drove 4 hours to East Sussex and spent a wonderful couple of hours at Clarkes XJS World. Dave, his son Dan and grandson Jamie are a proper family business. It was started by Dave's father. They have been dealing with XJSs long before their recent popularity and since the 70s. Lovely, ex museum, showroom and stock to die for.

A spin up the road in a fairly leggy 4.0 Litre was a bit of a revelation – I have not been in one before. Ride, handling, lack of noise – all as acclaimed and really top notch.

On we go heading round the M25 – populated by Range Rooney's with dark windows – and up the M40 to Merc specialist. There sat a 500E – the model that got revised into the E500. Lovely one owner car but, like the E500, LHD. They all were. Could I manage that every day?

As a toy, it's no problem and I have driven lots of left hookers and have no issue at all. But every day with parking barriers, tolls etc., I was not so sure. A blast round the local lanes was brilliant. That 5.0 Litre V8 in what is now not a heavy car is quite something. A real Q car and not a squeak or rattle after 90K miles.

Much reflection later – and we did manage a pub meal at the Crown by J18 of the M4 – and the XJS had got me. Can you believe that two days later I made the trip back up to East Sussex, this time with young Owen riding shotgun, to seal a deal. It's a lot of miles, time and effort and traffic today means it's just not that pleasant doing long trips in the UK. Of course the motorways would be a third empty if only people were not so lazy and just moved over to the left. But you get to meet some great characters, have a natter about old motors and the prize at the end is worth it. I hope....



Jones the Speed

Deadline for Next Backfire: 23rd October 2016

**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

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.

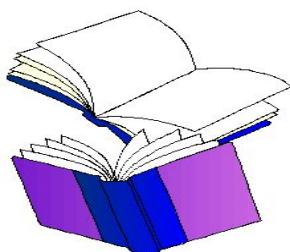
BPMC polo or sweatshirts

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



Sweatshirts & polo shirts are available in the following colours and sizes:
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Help raise funds for Wiltshire Air Ambulance



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

Bristol Pegasus Fantasy Formula One 2016

Results after Round 19 - Mexico

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	1100
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	1075
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	1037
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	924
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	881
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	875
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	871
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	845
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	823
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	811
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	762
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	759
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	683
Bob Bull	Bottas	Button	India	Rosso	Mercedes	651
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	637
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	635
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	629
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	590
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	561
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	559
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	557
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	555
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	532
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	523
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	517
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	458
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	377
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	377
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	341

2017 Club Committee - Your chance to get involved

We are coming towards the end of the year, when new opportunities beckon. Elections for elevation to the Club Committee will take place in December, so this is your chance to make your bid to hold one of these coveted positions.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities. You will be made very welcome by the current friendly committee members. Those who are currently on the committee have a lot of laughs and find it a very rewarding activity.

To get involved, sign on the dotted line below

Nominations for the Board of Directors

If you are interested in joining the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/seconded by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature



The Jones Marcos at the 2016 Pegasus Sprint - Photo Scott Bolton

Statutory Accounts

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB BALANCE SHEET AS AT 31 OCTOBER 2016

	Note	2016 £	2015 £
<u>FIXED ASSETS</u>			
Tangible Assets	1	<u>11370</u>	<u>11370</u>
<u>CURRENT ASSETS</u>			
Stock for resale		720	98
Prepayments and Accrued Income		1009	290
Investment Account		19046	13995
Cash at Bank and in Hand		<u>8132</u>	<u>13889</u>
		28907	28271
<u>CREDITORS</u>			
Amounts falling due within one year -			
Sundry		1395	1752
Accruals and Deferred Income		<u>1604</u>	<u>2571</u>
		2999	4323
<u>NET CURRENT ASSETS</u>		25908	23948
<u>TOTAL ASSETS LESS CURRENT LIABILITIES</u>		<u><u>37278</u></u>	<u><u>35318</u></u>
Represented by:			
<u>CAPITAL AND RESERVES</u>			
Balance brought forward		25548	24661
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		1959	888
		<u><u>37278</u></u>	<u><u>35318</u></u>

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

For the year ending 31st October 2016 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Martin Baker
5 November 2016

Director

Statutory Accounts

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2016

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee. There is no share capital.

3 TAXATION

Based on results for the year:

Corporation Tax at 20%

2016	2015
£	£

599	418
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4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

New Automated Membership System

We are introducing a new automated membership system as from October this year. A link has been added to the Bristol Pegasus web site.

The new system will help to ensure your details are correct, will allow you to update your own information and ensure you get timely information from the club including reminders when your renewal is due. 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 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, existing members should not renew until after 1st January 2017 to ensure they get a full 12 months membership this year.



Ian Hall at the 2016 Pegasus Sprint - Photo Scott Bolton

BPMC 2016 Events Calendar

Please Note updates shown **BOLD**

Month	Day	Date	Event	Location
Nov	Mon	14th	Club Night	BAWA 8pm
Nov	Sat	26th	Skittles	BAWA 7:30
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

BPMC 2017 Major Events

More 2017 dates next month

May	Sat	13th	Llandow Sprint	Llandow Circuit
June	Sun	4th	ACE Classic Tour	TBC
Aug	Sat	19th	Track Day	Castle Combe Circuit
Oct	Sat	21st	Pegasus Sprint	Castle Combe Circuit

Backfire

