

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Keith Murray who set FTD for the Ecobat Pegasus Sprint



November 2018

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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

Chairman's Chat

October is one of our busiest months with the Manbat Pegasus Sprint (report elsewhere in Magazine) and initial preparations for the AGM in December. Our October Club night had a disappointing attendance although we did sign up some new members and discussed an early track day in March 2019.

I would remind members of our website where you can find membership joining and renewal facilities along with future events including next years tentative dates.

You will also find pictures of most of your committee (have a drink before you look!).

We have had a request from a member that members add their cars to their membership details please let us know how you feel about this.

Novembers Club night speaker is Hugh Chamberlin who will tell us about his numerous involvements in competing in GT racing particularly the 24 hours of .

There are vacancies on our committee so have a think, do you want to influence the club for the future and play a part in its organisation.

If you do talk to one of the committee and come along to our club night and the AGM in December.

Bob Bull
Acting Chairman



Acting Chairman Bob's Lotus Elan at a Summer gathering a few years ago.

Editorial

The last month has had more ups and downs than a Dorset B road.

Highlights included visiting the Morehampstead Motor Museum on the way back from a weekend in Devon, marshalling on the Ecobat Pegasus Sprint at Castle Combe, visiting Silverstone for the HSCC finals meet and passing my IAM RoadSmart Masters course on Dorset B roads... ahem with distinction.

None of the above would have been possible without a vast army of enthusiastic volunteers to keep doors open, vehicles maintained and presentable in museums, marshalls and administrators manning motor sporting events and trainers to make our roads safer.

As we come up to our AGM I would ask each and everyone of you to consider what you can do for the club because as we found out earlier this year the fortunes of anyone already involved can turn in the blink of an eye and suddenly any one of those contributing can be called away to deal with greater priorities leaving everyone else to take up the slack.

In short without a steady flow of new blood onto the committee the club will not thrive and as one supermarket says 'every little helps'.

My thanks to everyone who has contributed to this month's issue, I hope to see you all at the next BAWA club meeting for an evening with Le Mans entrant Hugh Chamberlain on November 11th.

Don't forget to contact Chris Thompson if you would like to help with RAC Rally of the Tests Marshalling on November 11th, contact details on the next page.

Wishing you a safe month's motoring.

Ralph Colmar



Events Calendar

Mon 12th November - An Evening With Hugh Chamberlain



This month we welcome sports car entrant Hugh Chamberlain to BAWA. After a career in the Metropolitan Police and motor trade in 1972 Hugh setup Chamberlain Engineering. Their business activities included tuning engines for the Clubman's formula alongside engines for road use. Success in Clubman's with future BTCC Champion Will Hoy at the wheel led Chamberlain into the British Thundersports Series and C2 class

of the World Sports Car championship. Here the company found further success being crowned WSC C2 champions in 1989 and FIA Cup champions in 1992. Since then Hugh has continued running a variety of GT marques including Lotus, Harrier, Dodge/Chrysler and TVR, most recently he was involved with the Murphy Prototype LMP2 team. Alongside Will Hoy, Hugh's roster of drivers has included, Nick Adams, Justin Bell, Bob Berridge, Martin Birrane, Dave Brodie, Michael Caine, Divina Galica, Richard Jones, Ferdinand de Lesseps, Eliseo Slazar, Yojiro Terada, Fermin Velez and Klaas Zwart. Arrive in plenty of time to get your drinks for an 8pm start.

Marshals Wanted

RAC Rally of the Tests November 11th

BPMC will be helping to run stages of this year's event at Aust Services from 08:00 and possibly RAC HQ from 14:30. If you would like to help contact Chris Thompson (tel - 07842902333, mobile - chris.thompson@bristolpegasus.com)



Photo Alan Dillamore

Driveshaft 20/20 Rally on Sat 24th November 2018

Devizes & district motor club are promoting the Driveshaft 20/20 rally from Chippenham pit stop, SN15 5LH to Royal Wootton Bassett rugby club.

Approx 100 mile tarmac route on maps 172 and 173. Early evening start means you won't "loose" Sunday!

Ffi Janet Edwards at keithandjanet1@btinternet.com or marshals to Roger Fletcher at rogerfletcher@blueyonder.co.uk

Club Night Venue

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

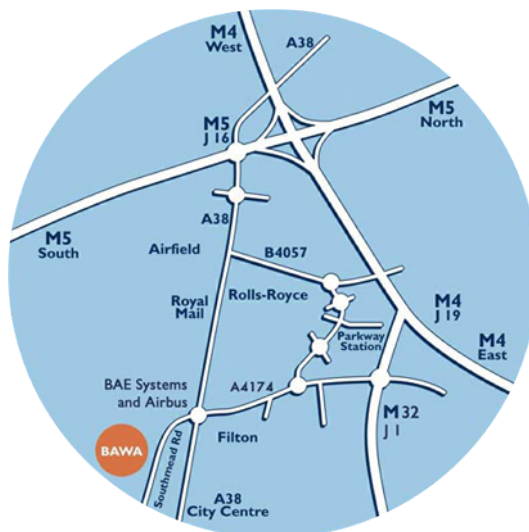
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



Note : Next BPMC meeting at BAWA is on Mon 12th of Nov, arrive in time to get drinks before an 8pm start to the talk.

2nd Pegasus Charity Classic Car Run September 23rd

This year the Pegasus Charity Classic Car Tour attracted over 60 entries which was 15 more than when the event was first run in 2017.

Unfortunately, an apocalyptic weather forecast for Sunday 23 September meant that just over forty turned up at a very wet start at Thornbury Castle. A number of those taking part understandably swapped their prized classics for the comfort of more modern cars, climate control and heated seats being preferred to rain in the face and under the distributor cap.

Those brave souls who did turn up, however, were rewarded with a substantial improvement in the weather not long after setting off as well as a route that was universally praised for its variety and views. All the people that completed the post event survey said that they would take part again.

Having run this event for two years with St Peter's Hospice as the beneficiary receiving over £5,000, the Club is now recognised as a Bronze Patron of the charity's Room To Care Appeal which will allow them to support more than 6,250 patients and 18,500 relatives and friends over the next 20 years. The Club's name will be permanently displayed as a Patron on the premises.

Thank you to all those who helped organise and supported the Tour this year.



Acting Club Chairman Bob Bull presenting a cheque for £2,600 to Dave Hensley and Malcolm Collier representing St Peter's Hospice following on from the Pegasus Charity Classic Car Tour held in September. Additional money not included in that cheque amount was raised and donated after the presentation during the Ecobat Pegasus Sprint at Castle Combe.

Matthew Johnson

Pegasus Sprint October 20th



More Photo links :-

Duncan Shepherd - <https://gallery.bristolpegasus.com/2018/Pegasus-Sprint/i-4Qrkn79>

Tony Smith -

https://www.facebook.com/pg/PhotoActionbyTonySmith/photos/?tab=album&album_id=344163686354752

On the club facebook page - <https://www.facebook.com/groups/853893194654696/search/?query=Steve%20Cox>

Pegasus Sprint October 20th



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It's an uphill struggle

And they're off! Oh no they're not...

Sound a bit confusing? Frustrating more like. The first event of the season was Gurston. Never done better than about 5th or 6th out of 25+ in class but I like it there. Lloyd and I toiled away knocking over challenges for a couple of days. On goes the tow hitch on the new Jeep SRT...but no...it's jammed in locked position. Panic and mess about for 15 mins. Where are the instructions? You just shove it on locked and it flips to unlock. Thank goodness for that.

Off down to the trailer storage unit and...the trailer is blocked in behind a Ferrari 430 Spider. With the battery isolated and the central door locking nicely shut. What now? Thankfully along comes the storage owner's son – none other than Porsche Cup racer Rory Collingbourne - and with a fiddle of the keys in the passenger door and a sigh of relief we find the car in neutral and manage to push it clear. Now we are in business.

Except no! The SRT has a towing electrics socket that's a push fit the trailer has a twist on. We managed to get the trailer home on the quiet back roads...Ahem, and off go Lloyd and I to a trailer stockist in Cardiff to get some adaptors. Finally – 5 hours later – we are in business and load the Abarth, tools and spare wheels.

Phew. And then I twist and push at the same time and click. That will be the lower pro lapsed disc at the bottom of my back then. Shouting, swearing and crouching on one knee follows. I walk off like John Wayne with soiled grits for a cup of tea and some contemplation.

Sure enough the next morning after a good night's sleep, hot shower and an IR lamp...I can't walk properly. Lloyd and I try an experiment to see if he can shoe horn me into the Abarth but it's hopeless. So no Gurston and we unload the whole plot and take the trailer back. Pity I missed it – Classic Marques had a record 38 entrants in class on the Sunday.

TCM responded to my update with a story about a Chinese lady walking over his back in Hong Kong. That deserved another cup of tea and more contemplation. So – a quick road test for the Abarth a few weeks later to make sure all is well and...the clutch is awfully jumpy and getting worse. I get under it and have a prod about expecting signs of fluid ingress to the clutch area but, no, it's perfect.

A team talk with TCM and we speculate that the new paddle clutch is not as it should be. TCM sources a replacement organic clutch, a trailer ride to Ardley and back the following weekend and we are in business. Blimey this has been a bigger build up than Prince Harry's wedding.

In between all this, a stint in the control tower at Llandow was highly enjoyable if a little tense at times. Running 'the button' is not an easy task and I came away full of respect for Jim, who has it down to a tee.



Finally, the Regs come through for Prescott La Vita Rossa and I am #113. Hmm. Glad there is a '1' at the front of that one. CM had 34 entries – that's up from 28 last year, we have made a big step forward this year. Up we go on Friday night to drop everything off in advance – nothing worse than trying to unload with a crowd watching you.

With the trailer strategically placed in the mud bog – sorry, competitor's trailer park – and the car neatly covered up in its paddock slot we were full of hope for a glorious sunny weekend. Come Saturday, the mist descended and we stood about chatting and doing 'things other than driving'. A convoy run at least started to take the sheen off the brand new Avon CR28s but achieved little else.

So no P1. But P2 got underway after 11am and to a decidedly wet track. I took it gently and posted a 62 – enough for 8th out of our 35 class. The car seemed fine and the weather warmed.

Nearly on 3 wheels...must try harder next time (pic courtesy of Steve Cox)

The rest of the day went quickly with Nicholarse and Andy, inhabiting my outdoor living room, keeping us cheerful by regaling all sorts of tales. TCM wondered about, many old Prescott / Midland Hill climb chums came for a chat and it was about as good as life gets. Even my Commanding Officer made an appearance.



But T1 was not so good. Track dry, everything in my favour except that I was struggling to find gears. The straight cut Bacci made box has always been my sworn enemy and it was back to haunt me. So off in dog leg 1st, straight into 4th. Sit and wait – yes its now accelerating. That was a 59.96. The fastest I had ever been in this car was a mid-59 and even that a second slower than my old narrow body 850TC. This car is way quicker but...

T2 was going to be better.....crunch as second did not find its home and I had two bites at it. As you well know, one fumbled gearshift and its game over. The remainder of the run was decent and it's on YouTube. But there was a metallic ping as I went round Ettore's. The car felt fine but by the time I got back to the paddock I had no 1st gear. Back to the Paddock slot in 2nd and, trying to manoeuvre, no reverse gear either. And a puddle of oil....

A quick team talk with Team MBG and we decided to get the box off and have a look before Abarth Day 2018 at the end of June.

As Sunday was Le Vie En Bleu, we elected to leave the car on display with the others that Tony had brought along and then trailer it to MBG late Sunday.

Note improvised Air Con set up...

By which time we had done the lunchtime cavalcade with Owen and me in the 1000 Berlina narrow body (nice car) and then managed to skulk off in my Abarth late afternoon (in 2nd gear of course) to the trailer park to get loaded up. But even a rear engined, traction rich car on brand new wet weather Avons failed to make it and we power slid round the field trying to get to the back of the trailer. It was like 'It's a Knock Out'.

The only option was a risky 'let's pull the trailer forward in front of the car' move which, if it had gone pear shaped would have potentially blocked access and, even worse, meant the Jeep had to start from rest with over 1.5 tons behind it on a very deep patch of Sh1te.

We need not have worried. It drove off as if there was nothing there. Amazing.

During the loading process, which was an adrenalin filled record, we managed to a) injure my formerly broken and since plated wrist with a clean and jerk of the rear of the Abarth onto the trailer ramp and b) provide assistance to a fellow competitor in a lovely pre-war beast which was mud bound and used my trailer ramp as a launch pad to lunge to its trailer!

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Back at MBG, we availed ourselves of Tony's impressively long hose (ooh Matron!) and got several kilos of mud off the Abarth, trailer and Jeep.

After all that, it was a spirited 2.5hr trip home with coffee, M&S Tandoori Prawns (making my fingers and thus Mrs's J's steering wheel bright orange) and of course, a pair of M&S Custard Tarts.

Not the most successful competition weekend ever, but you know what, one of the most enjoyable. Must be getting soft in my old age.

A tout a'l'heure



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

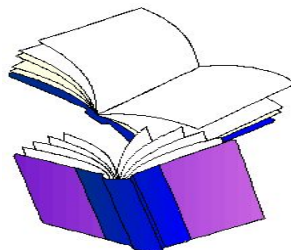
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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 16 - Russia						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Sam Thompson	Grosjean	Verstappen	Ferrari	Red Bull	Force India	976
Ken Robson	Grosjean	Vettel	Ferrari	Haas	Red Bull	951
Tom Thompson	Raikkonen	Verstappen	Red Bull	Renault	Ferrari	948
Mike Marsden	Hamilton	Sainz	Ferrari	Renault	Sauber	896
Simon Moss	Hamilton	Sainz	Red Bull	Toro Rosso	Ferrari	887
Chris Bennett	Verstappen	Vettel	Red Bull	Toro Rosso	Red Bull	882
Richard Ibrahim	Hulkenberg	Ocon	Ferrari	Haas	Mercedes	875
Tim Murray	Alonso	Sainz	Ferrari	Haas	Mercedes	873
Alison Bennett	Ricciardo	Verstappen	Ferrari	Force India	Haas	868
Joe Robson	Verstappen	Vettel	Haas	Red Bull	Haas	866
Michael Griffiths	Sainz	Verstappen	Force India	Red Bull	Mercedes	830
Chris Thompson	Grosjean	Verstappen	Red Bull	Haas	Mercedes	830
Lisa Davies	Alonso	Ricciardo	Haas	Red Bull	Ferrari	817
Abi Reynolds	Verstappen	Vettel	Red Bull	Renault	Williams	801
Matt Johnson	Verstappen	Vettel	Haas	McLaren	Ferrari	788
Martyn Davies	Ricciardo	Verstappen	McLaren	Red Bull	Red Bull	788
Coralie Thompson	Ricciardo	Vandoorne	Red Bull	Renault	Ferrari	786
Dick Craddy	Verstappen	Vettel	McLaren	Red Bull	Sauber	783
Helena Sarsted	Ricciardo	Grosjean	Red Bull	Haas	Mercedes	781
Liz Ibrahim	Alonso	Verstappen	Red Bull	Toro Rosso	Mercedes	778
Alyson Marsden	Magnussen	Verstappen	Mercedes	Toro Rosso	Sauber	750
Katie Davies	Hamilton	Sainz	McLaren	Red Bull	Force India	741
Mary Craddy	Alonso	Hamilton	Renault	Toro Rosso	Ferrari	723
Juan Suarez	Hamilton	Sainz	McLaren	Red Bull	Williams	698
Donny Allen	Ricciardo	Stroll	Red Bull	Williams	Ferrari	660
Helen Davies	Hamilton	Vandoorne	Force India	Renault	Red Bull	660
Andrew Moss	Alonso	Vettel	McLaren	Red Bull	Williams	660
Bob Bull	Ocon	Verstappen	Force India	McLaren	Mercedes	620
Richard Reynolds	Alonso	Raikkonen	Red Bull	Williams	McLaren	614
Audrey King	Hamilton	Verstappen	Renault	Williams	Williams	566
Sharon Reynolds	Stroll	Vandoorne	Force India	Red Bull	Sauber	559
Michael Davis	Vandoorne	Vettel	Force India	McLaren	Haas	546
Mal Allen	Alonso	Hamilton	Force India	McLaren	Williams	512

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
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.

Notice of AGM Monday 10th December 2018

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 10th December 2018 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 2018.

The AGM will be followed by the club's 2018 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 next month's Backfire will be our unaudited statutory accounts for the year ended 31st October 2018. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 10th December 2018.”

50th Ford Escort Anniversary



Henry Mann '68 Twin Cam



1970 World Cup Rally Winner '69 1750 GT



'70 1300 Super



Steve Ward ex Roger Clark '70 Twin Cam



Richard and Lily Hayward '72 1300 Estate



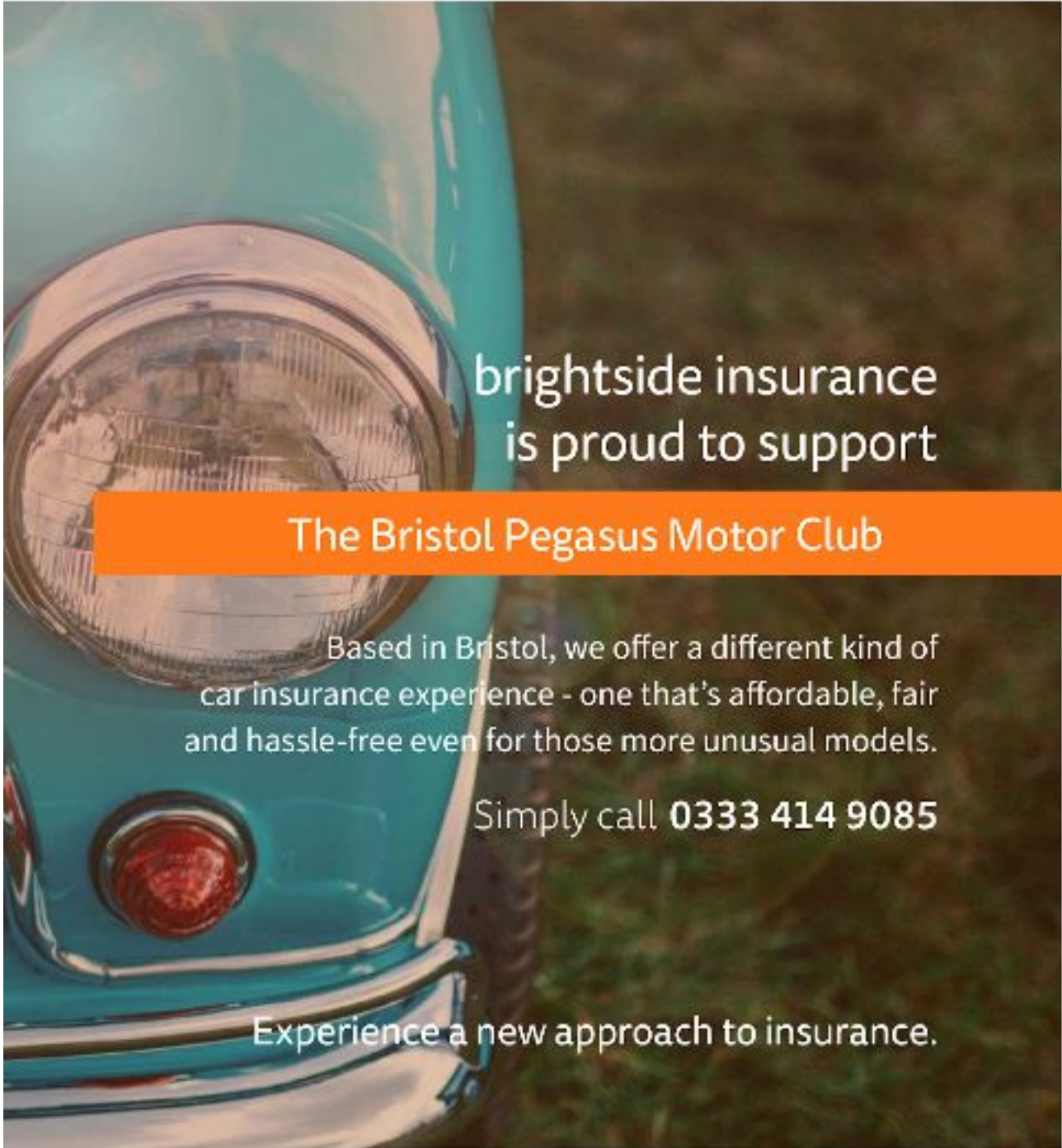
Alice & Nigel '72 RS1600



'72 Sport



'73 ShellSport Mexico



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THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
BALANCE SHEET AS AT 31 OCTOBER 2018

	Note	2018 £	2017 £
FIXED ASSETS			
Tangible Assets	1	11370	11370
CURRENT ASSETS			
Stock for resale		637	720
Prepayments and Accrued Income		20	0
Reserve (BAC MC) Account		19120	19120
Cash at Bank and in Hand		9081	7177
Event Float		0	65
		28858	26434
CREDITORS			
Amounts falling due within one year -			
Sundry			
Accruals and Deferred Income		1228	496
		1228	496
NET CURRENT ASSETS		27630	26586
TOTAL ASSETS LESS CURRENT LIABILITIES		39000	37956
Represented by:			
CAPITAL AND RESERVES			
Balance brought forward		28186	27507
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		1044	679
		39000	37956
I certify that this is a true copy of the balance sheet approved by the board.			
For the year ending 31st October 2018 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.			
Ben Bishop		Treasurer	
5th November 2018			

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB
NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2018

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

2018

2017

£

£

Based on results for the year:

Corporation Tax

570

496

Rate 19% 1/11/2017 - 31/10/2018

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

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

Stock car racing at Birmingham Wheels - Mad Max would be proud !



BPMC 2018 Events Calendar

Date	Event	Location
Sun 11th Nov	RAC Rally of the Tests	Brightside / Aust Svcs
Mon 12th Nov	Club Night	BAWA 8pm
Mon 10th Dec	AGM Buffet & Prizegiving	BAWA 8pm
Sun 30th Dec	Autosolo	Brightside Aust Svcs

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