

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Ian Hall, Darian Wildcat, FTD, ECOBAT Pegasus Sprint



November 2019

Contents

Editorial

2019 Events

Marshals Wanted

Invitations

ECOBAT Pegasus Sprint

Sparky's Dinner

It's an uphill struggle

Miss Bacfire

Pegasus Club Merchandise

2019 Clubmans Championship

Bristol Pegasus Fantasy Formula One 2019

Fantasy Formula 1 – Q3 Report

Automated Membership System

Autumn Classic Castle Combe

Andy's Bits

2019 Events Calendar

Annual Accounts

Calendar

Notice of AGM Monday 9th December 2019

Nominations for the Board of Directors

We are 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

An ultimately productive day in Basingstoke caused me to miss last month's meeting at BAWA, but I gather a good time was had by all playing various racing games across a variety of media. One wonders if in years to come the club might include a video event to count as a round of the club championship ? TOCA2 would be my game of choice, but I am sure there have been plenty of worthy contenders since 1998 !

Fortunately I was able to attend the Pegasus sprint for an uninterrupted day of marshalling on posts 7 & 11 with Michael Davis with on the 19th. Unlike last year there was no mist and for the most part the powers above kept the track dry. Thanks to Andy & Simon Moss, Dan Young, Tony Smith and Willie Utterowt for contributing photos from the event in this month's issue.

Also in this month's issue some photos from the Autumn Classic at Castle Combe, Phil Jones account of his first outing in his Volvo powered Marcos earlier this year and Fantasy F1 leader Ken Robson's Q3 report on the machinations of all things F1.

Looking ahead we have a film night on Monday 11th of November, hopefully I will not be detained in Basingstoke or anywhere else this time. On Monday December 9th we have our AGM which is your chance to get voted onto the committee. Unlike previous years this will be followed by an evening with journalist Steve Cropley.

Our annual AGN buffet has been transformed into an Awards Dinner with carvery at The George in Aylburton on Saturday 25th January, details on how to book limited tickets in the Events Calendar.

Before the Awards dinner we will be returning to Brightside for our seasonal Autosolo / Autotest on Sunday 29th December, looking forward to giving our Madge her competition debut on this one.

Finally please do not hesitate to forward any interesting stories and or photo's relating to the past 75 years of the club for inclusion in next years magazines during the 75th Anniversary year of the Bristol Pegasus Motor Club.

Thanks again to everyone including Tim Murray for the championship tables and Martin Baker for the accounts, who has contributed to this issue.

Wishing you all a safe months motoring.

Ralph Colmar

Events Calendar

RAC Rally of the Tests Sat November 9th

BPMC will be helping to run a stage of this year's event at Castle Combe from 07:30. If you would like to help contact Chris Thompson (tel - 07842902333, mobile - chris.thompson@bristolpegasus.com)



Monday 11th November Club Night BAWA - Film Night



Bawa 8pm start. We will feature **Steve McQueen: The Man & Le Mans**. This is a 2015 documentary film. After the success of Bullitt and The Thomas Crown Affair, McQueen sought to pursue his dream of creating a film about his passion: race-car driving. The result, Le Mans, was a box-office flop. The documentary interweaves newly discovered material and McQueen's private recordings with interviews with surviving members of the production team to reveal the true story of how the film was made.

Monday 9th December AGM

The formal business including presentation of our accounts and election of committee will take place at the start of the meeting at 8pm. Rather than a formal awards presentation and review of the year, we will have a guest speaker for the second half of the evening.

We will be having a meal in January, (Sat 25th January 2020), to replace our December buffet, at which we will present our main awards for the year. If you would like to attend this please contact Social Secretary Nick Wood. Numbers are limited and we will be selling tickets on a first come first served basis. There will be a charge to help cover the cost of the meal.

Anyone who has an award to collect who would prefer to collect it at the AGM will still be able to do so, as we will have all the trophies available in December. We will try to get any uncollected awards to their recipients at the end of January.

Speaker Details: Steve Cropley, editor in chief at Autocar, has been writing about cars, car people and the car business since he joined the staff of the Australian magazine Wheels in 1972.

In 1978 he joined the British monthly CAR, and was appointed editor in 1981. During his seven-year tenure, CAR became the UK's best selling motoring magazine, later ceding that title to Top Gear.

Cropley left CAR in 1989 to start his own magazine, Buying Cars, which after two years was bought by Haymarket Media Group, where Cropley still works "very happily". He claims to be every bit as keen on cars and driving as he was when he started 47 years ago.

Christmas Autosolo Sun 29th December

Brightside Autosolo & Production Car Autotest

Bristol Pegasus Motor Club are pleased to be able to run a fun Autosolo and Production Car Autotest at Severn Bridge OLD services with the kind permission of Brightside Group.



Anyone wishing to Marshall or officiate please contact Nick Wood.

Entry £10.00 regulations and entry forms available on the club website :-

<https://bristolpegasus.com/>

2019 Awards Dinner Saturday 25th January

For our 2019 Awards ceremony we are having a carvery meal at The George, Aylburton on Saturday 25th Jan 2020 at 1900hrs.

If you would like to attend this, please contact Social Secretary Nick Wood. Limited tickets will be sold on a first come first served basis, to help cover the cost of the meal.

Rooms are available at the lodge. More details of the venue

<http://millingbrooklodge.com>

Marshalls Wanted

Driveshaft Rally Saturday 23rd November

This Devizes & DMC night navigational road rally starts at 20:00 from Chippenham Pit Stop postcode SN15 5LH and finishes at Royal Wootton Bassett Rugby Football Club House at 23:30. Anyone interested in marshalling please contact Keith Edwards keithandjanet1ATbtinternet.com

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.

Tuesday December 3rd Steve Soper

All BPMC members welcome.

Club Night Venue

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

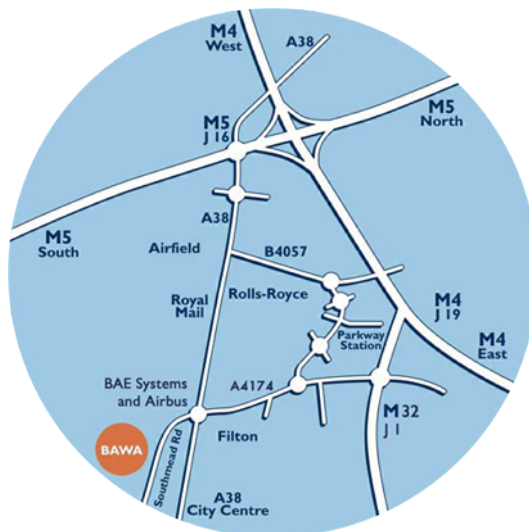
589 Southmead Road, Filton, Bristol, BS34 7RG



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 Monday 11th of November arrive in time to get your drinks before 8pm. There is no requirement to be a BAWA member or show a membership card – simply mention that you are here for the Pegasus Motor Club.

ECOBAT Pegasus Sprint



Bob Hart & Nick Wood



Keith Riches - MG PA



Robert McGregor - Triumph Dolomite Sprint



David Newman - MX5



Callum Barney - Ford Cortina GT



Mark Everett - TVR Griffith 500

More photos from Andy Moss on our fb page

ECOBAT Pegasus Sprint



Simon Kirton - Lotus Exige



Adrian Langley - MGF



Charles Alexander - Rover 100



Nigel Smith - Ford Escort Mk2



Michael Lucas - SEAT Leon



Sam Thompson - Ginetta G20



Luke Bradnum - VW Jetta



Philip Stader - ALFA Romeo Berlina

More Photos from Simon Moss on our fb page

ECOBAT Pegasus Sprint



Steven Wells - Sub Zero



Tim Richardson - Lotus Elise 250 Cup



Dean Cubitt Mazda MX5 NA



Jenny Howells - Hillman Super Imp



John Tandy - MG Midget



Rob Orford - MG B Roadster



Pete Meloy - Renault Clio 182



Cristopher Davis - Lotus Seven S2

More photos from Dan Young on our fb page

ECOBAT Pegasus Sprint



Alistair Clark - Lotus Elise S1



Pete Devall - Peugeot 106



Paul Harris - Mitsubishi Evo 6



Trevor Hartland - Mitsubishi Evo VI RS



Matthew Bennett - Porsche 911 Turbo



Craig Evans - Austin Mini



David Mears - Rover 100



Tom Thompson - Ginetta G20

More Photos from Tony Smith on our fb page

ECOBAT Pegasus Sprint



Peter Stiles - Suzuki Swift GTi



Paul Constance - Ford Fiesta ST 150



Pete Goodman - Ford Fiesta ST



Jim Seward - Triumph TR7 V8



Ian Hall - Darian Wildcat



Howard Barnard - Mazda MX5



Nigel Walton - Triumph Spitfire



David Nursey - ALFA Romeo Berlina

More Photos from Willie Utterowt on our fb page

Sparky's Diner



'85 BMW M535i



'70 FIAT 500L



'30 Ford



'07 ALFA Romeo JTS Spider



'59 Ford Galaxie



'33 Ford



'03 Westfield



'70 MG B GT

It's an uphill struggle

How many technicians does it take to start a 917/30?

The Goodwood Members meeting for 2019 was held in April in ...wait for it...sunshine. Of course it lacked the 'atmosphere' generated by snow and deep mud in the car parks but, on balance, I think I might prefer bright sun, dry fields and walking about in a jumper.

We managed to get a spot in the chicane parking area so the C63BS was in good company.



The GT3 'next door' was an unusual metallic grey / brown...well, brown, with matt gold wheels. It might sound odd but it looked the business. On the other side of our little 'terrace' was a well-used and track day'd Exige S2 with a 260 bhp conversion and more rash than a youth after his first shave. They had owned it since new and it had not missed a beat.

Now to our 917/30 question. Well we stood there for 20 mins while the Porsche technicians – 6 of them – squirted the German equivalent of the Aussie 'Start

You Bastard' down the fuel injection intakes, but to no avail. Out came two hairdryers which were pointed down the air intakes and then at the cylinder heads to try and warm the whole plot up. But no. By this time the battery pack was dying so another two technicians from BMW (running the M1 Pro-Cars) joined in with a fresh battery pack. Then all 12 plugs had to come out and the front 4 appear to be well hidden by the side fuel pods. It was a proper knuckle grazer.



We carried on with our 'mooch' about the paddock and it must have started eventually as we later saw Andrew Frankel peddle it round. What a beast. Having read Mark Donohue's 'Unfair Advantage' (not the easiest book to find these days), I pondered how on earth Donohue managed to drive this 1400 bhp, laggy, monster. With a locked diff. Apparently that's how he liked it. Blimey.

Bonham's seemed to have a sticky auction on its hands. Owen and I went in for a browse. The ex-Elton John Ferrari 512 BB, RHD, 10K miles, was reduced in its guide price by £25K due to 'emulsion in the oil'. Uh oh.

Anyway its guide was still 225 and in the end it got hammered down for 195 plus fees. Costing in an engine rebuild and given its provenance, I think someone bought well there.



We had bit of a moment looking at Gerry Marshall's DTV 'Old Nail', there in its final and most extreme incarnation. It's now really a mild mod saloon (with a 2.2 litre, twin cam 16V LV240 motor similar to the Lotus Texaco Star F2 cars) and not eligible for Grp 1, but it's a lovely thing. It sold for £48K in 2011 after which it was restored – seemingly well. The guide was £90 to £130 but it didn't sell so clearly didn't reach its reserve. What a cracking car.

a few pics...

Elsewhere in the car parks it was heaven – just



The Heron Suzuki team bus! Amongst other niceties

And more...



At last! The start of the hill climb season. The Marcos 1800GT was looking fit and ready, unlike its pilot, who was looking distinctly soft and cuddly. Too many M&S custard tarts I here you cry.

But anyway...Gurston is downhill from the start so that's not a problem. Owen and the C.O. accompanied me. Well it was too hot at times.

There were two sides to this weekend. The presence of the C.O. meant that Owen and I had to lift our game above bawdy 'Carry On Up the Khyber Pass' humour and dodgy chicken wings in the pub next door to the Premier Inn. So the boss 'carefully selected, for content and value', two places to eat over the weekend. Both, as it happened, in Wilton. Well I must say she hit the nail on the head. The Greyhound Inn on Friday was fantastic – service, ambience and brilliant grub. On Saturday the Pembroke Arms had a job to do. A nice little hotel with a courtyard, it didn't get off to such a good start because Mrs J uttered the word 'Rat!' as we approached the rear door. "Well it's by a stream so that's probably quite normal" I replied. It did the trick and she carried on. That was close.

Inside it was like an old library with 'traditional' clientele. Lovely place just to spend time. Both are recommended and it changed the nature of what was normally a pretty grungy hill climb weekend.

What about the Marcos 1800GT? Had a crowd round it all day and many of my fellow competitors fancied a 'sit'. Most regretted trying and the pic below shows 2018 (and now 19...) CMSCC champ Howard Barnard trying to work out which limb to pop out first. He's an Airline pilot and a clever chap but this one stumped him.



The 1800 ran about 2.5 secs slower than the 4.6 Litre V8 Mantis. I suspect it's capable of going a touch quicker than the Mantis once sorted. Handling is nice. The motor is a right revver and the spluttery bottom end that we saw on the Rollers came back to haunt me as I spent all weekend trying to get it off the line...and out of Karousel and...

But once on the cam it flew and made a great noise into the bargain.

T1 on Sunday produced a 2.59 off the line so we were making progress and 82mph over the line vs the 84 in the Mantis is also close but I didn't get past the 42s which is not quick enough. A bit more rolling road and re jetting needed. The last run was aborted as it decided to drop onto 3 when a plug lead dropped off, so it was a pedestrian tootle up the hill.



Overall, a terrific weekend. Highlights might have been the rediscovery of the Jenson Healey, sat on 7" Minilites and with a hot 2.2 litre 16V Lotus motor, it was lovely. Then there was the sound of an Exige 410 on full bore. Liked that.

The run home via Bath on Easter weekend should have been a nightmare but we sailed back. And I managed a pair of M&S Custard Tarts on the go.

Everyone else at the beach

Jones the Speed

Miss Bacfire



Photo's courtesy Dick Craddy, seen at the Vintage Sports Car Club's long Course Prescott Hill Climb on 28th September. Owned by B.W.Marchant and driven by Robert Beck Miss Bacfire was built in 1928 and is powered by a BAC V twin, 1900cc engine. According to Stefan Marjoram the V-twin came from a BAC derny bicycle pacer and the chassis from an Austin 7.

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

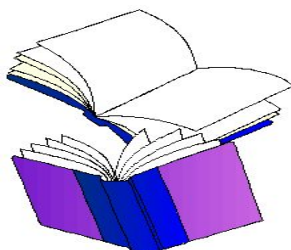
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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**

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

F1 Calendar

20	Brazilian	São Paulo	17-Nov
21	Abu Dhabi	Marina Circuit	01-Dec

Bristol Pegasus Fantasy F1 - 2019

Positions after US GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	1082
Simon Moss	Grosjean	Leclerc	Red Bull	Alfa Romeo	Mercedes	1006
Katie Davies	Hülkenberg	Räikkönen	Alfa Romeo	Mercedes	Red Bull	981
Richard Ibrahim	Albon	Grosjean	Alfa Romeo	Ferrari	Mercedes	959
Ben Cox	Grosjean	Räikkönen	Alfa Romeo	Ferrari	Mercedes	901
Donny Allen	Räikkönen	Sainz	Racing Point	Red Bull	Mercedes	895
Sharon Reynolds	Hülkenberg	Stroll	Racing Point	Red Bull	Mercedes	852
Martin Emsley	Verstappen	Leclerc	Alfa Romeo	Toro Rosso	Ferrari	838
Martyn Davies	Leclerc	Räikkönen	Alfa Romeo	Ferrari	Alfa Romeo	837
Helen Davies	Hamilton	Räikkönen	Alfa Romeo	Red Bull	Haas	827
Sam Thompson	Leclerc	Magnussen	Alfa Romeo	Ferrari	Renault	825
Tim Murray	Verstappen	Stroll	Alfa Romeo	Ferrari	Toro Rosso	812
Richard Reynolds	Räikkönen	Verstappen	Renault	Red Bull	McLaren	801
Alyson Marsden	Kubica	Vettel	Ferrari	Williams	Alfa Romeo	739
Chris Bennett	Verstappen	Ricciardo	Red Bull	Renault	Alfa Romeo	738
Robert Bull	Hamilton	Norris	Toro Rosso	Williams	Ferrari	727
Liz Ibrahim	Räikkönen	Ricciardo	Haas	Red Bull	Ferrari	726
Helena Sarsted	Ricciardo	Vettel	Alfa Romeo	Red Bull	Toro Rosso	719
Tim Cosh	Ricciardo	Sainz	Red Bull	McLaren	McLaren	719
Audrey King	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	713
Mike Marsden	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	713
Mal Allen	Norris	Ricciardo	Hass	Red Bull	Ferrari	711
Alison Bennett	Hamilton	Leclerc	Alfa Romeo	Williams	Renault	708
Tom Thompson	Grosjean	Leclerc	McLaren	Renault	Ferrari	701
Lisa Davies	Leclerc	Ricciardo	Alfa Romeo	Renault	Ferrari	643
Andrew Moss	Räikkönen	Ricciardo	Ferrari	Haas	McLaren	635
Claire Hazlehurst	Räikkönen	Verstappen	Haas	Renault	Ferrari	617
Abi Reynolds	Grosjean	Hamilton	McLaren	Renault	Alfa Romeo	611
Rachel Stevens	Hamilton	Sainz	Alfa Romeo	Racing Point	Haas	580
Jamie Stevens	Leclerc	Ricciardo	Haas	Renault	Red Bull	579
Chris Thompson	Hamilton	Räikkönen	Haas	Renault	Alfa Romeo	541
Ralph Colmar	Hülkenberg	Norris	McLaren	Renault	Alfa Romeo	450

Compiled By Tim Murray

Fantasy Formula 1 – Q3 Report

Since the summer break so much has happened in the crazy, crazy world of F1. Red Bull have demoted Pierre Gasly back to Toro Rosso and promoted Alex Albon in his first year of F1. Mercedes have lost their dominance and Ferrari finally seem to be getting things together. So let's look at this and more in a bit more detail.

Mercedes

The dominant Mercedes team spent most of the first half of the season clocking up 1-2's. However the other front running teams of Red Bull & Ferrari have finally got things together and stopped the Mercedes juggernaut. You may recall from one of my previous reports that I quoted Sir Frank Williams, who famously stated "A winning car doesn't stay a winning car for very long in Formula 1." Despite the challenge from the other teams, in recent races Mercedes have got back to winning ways and their 1-3 at the Japanese Grand Prix has secured them a record 6 in a row constructors championships. The F1 Drivers Championship seems destined to go Lewis Hamilton. In theory his teammate Valtteri Bottas could catch him, but with a 64 point lead and 4 races to go it seems extremely unlikely. Such has been the overall dominance of Mercedes over the season that only Bottas can now theoretically overtake Hamilton in the championship. As with every top team in whatever sport they compete, when things start to go against them they always seem to find another level to bring them back into contention. With the exception of the German Grand Prix where both drivers and the team had a bad day at the office, Mercedes have been by far the most consistent of all the teams and their 6th constructors title in a row is well deserved.

Ferrari

Ferrari have the fastest car in a straight line and recent aerodynamic upgrades now mean that they have the fastest car on the grid, but once again they have failed to deliver. Certainly, they have won races since the summer break but in reality they should have won significantly more in a season marred by too many errors from both the team and the drivers. Another fractious element has now entered the fray with friction between the drivers reminiscent of Prost v Senna at McLaren in the 1980's.

The reality is that Leclerc has outperformed Vettel this season and rather than responding on track as a professional 4 times World Champion should, Vettel's response has been nothing short of disgraceful. Refusing to hand back the lead to Leclerc after a pre-race agreement in order to get in front of the Mercedes and defying team orders is unforgivable. If I was in charge at Ferrari, I would rip up Vettel's contract for 2020 and prise a proven race winner in Ricciardo away from Renault to make a winning team for next season.

I have previously written in the strongest terms about the appalling conduct of Vettel and I predict he will never again win another F1 world championship. His 4 titles

whilst at Red Bull happened when he had the best car on the grid and could drive away from everybody. As soon as he no longer has that advantage, he cracks under pressure, makes too many mistakes and is not honourable with his teammate, or the team who pay his salary and provide him with a race winning car. In my opinion the only place he deserves to be next year is looking in from the side-lines and out of an F1 drive.

Red Bull

As they have done in the past with Daniil Kvyat and Max Verstappen, they have ruthlessly swapped round Pierre Gasly and Alex Albon mid-season after Gasly has drastically underperformed. Alex Albon must think all his Christmases have come at once being promoted from the B team to the A team in his first season of Formula 1. It does say something about the talent pool within Red Bull that they had to bring back Daniil Kvyat to Toro Rosso, having previously demoted him from Red Bull and dropped him from the team.

The reason they seem to have dropped off the pace in recent races is that other teams have overtaken them with their development and upgrades. They had high hopes with more upgrades for Honda's home race at Suzuka, only for Verstappen and Leclerc to bang wheels at the start of the race with Verstappen coming off worst. It remains to be seen in the last 4 races of the season whether these upgrades bring them back to the front of the grid and winning ways. What Red Bull need more than anything else is a second race winning driver, so that when Max hits problems his teammate is capable of rising to the challenge rather than be best of the rest.

The Rest

McLaren have outperformed the works Renault team with a Renault customer engine and have now confirmed they will be switching to Mercedes engines as soon as their current engine deal expires. That must be a major embarrassment for Renault who have not only performed worse than an engine customer but then lose them as a customer due to poor reliability and a lack of power.

The rest of the teams pick up points depending on how well the circuit suits their car and of course how well both driver and team perform on race day. A special mention must go to 2 drivers, Romain Grosjean and Antonio Giovinazzi, who have significantly underperformed respective to their teammates and must surely be looking over their shoulders as to whether they will have an F1 drive for 2020.

BPMC Fantasy F1 Championship

Now we come to the exciting part, how all of this affects our very own Fantasy F1 Championship. Looking at the latest standings in Octobers Backfire, the once seemingly impregnable position of Katie Davies at the top of the Championship has evaporated now that Mercedes are not scoring 1-2's every race as they did for the first half of the season. Katie now finds herself in 3rd behind Simon Moss and myself as our team selections have picked up more points in the second half of the season.

With 4 races to go anything can happen and it might seem that the podium is between the 3 of us, but the sudden promotion of Alex Albon to Red Bull has done Richard Ibrahim no harm in 4th as he closes in on Katie.

Of course, I can't finish this report without another honourable mention to Ralph Colmar who has now completed his journey from Hero to Zero in the Championship. Leading after the first race, Ralph is now bottom of the standings 61 points adrift of Chris Thompson above him. You may recall that in my article Fantasy F1 - What's the Secret? at the start of the season, I underlined that you need to spend all of the £110million budget and get maximum value for money in choosing the team that will pick up the most points over the season. Whilst underspending may get you lots of bonus points at the start of the season it really is a false economy, especially over a 21 race season. As an avid reader of the Jones the Speed articles in Backfire, all Fantasy F1 entrants need to take a leaf out of Mr J's book and follow his example in how to spend money on cars.

With only 4 races to go until the end of the season everything is still there to be won in the BPMC Fantasy F1 Championship, unlike the actual F1 Championship. As the last race of the season is on 1st December just a week before the BPMC AGM and Awards night, it really will go down to the wire.

Ken Robson

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.

Autumn Classic Castle Combe



Julian Bronson's Jaguar E-type



Smithies / Clarkson Ford Falcon



Craig McWilliam Kieft Climax 1100



Richard Colburn MG Y-Type



William Hemming Tojiero FJ



Matthew Moore Austin Healey Fiberfab Jamaican



John Ure Frazer Nash Le Mans Replica MkII



Tom Walker GN Dragonfly

Autumn Classic Castle Combe Winners



Michael Grant Peterkin, Brabham BT21, FFord



Ambrogio Perfetti, Lotus Ford Cortina, Coys Trophy



Stuart Roach, Alexis Mk4, Formula Junior



Mark Williams, AC Cobra, Dunlop Allstars



Johnathan Abecassis, Austin Healey 100, Inter Marque



Ted Pearson, Alfasud ti Trofeo, ALFA Challenge



Martin Hunt, Jaguar E-Type (Wte) Norman Dewis Trophy



P Blakeney Edwards, Frazer Nash, Freddie Giles Trophy

IMPORTANT NEWS

New Motorsport UK RS Clubman licence from 2020



The club was informed of some important changes which impacts anyone planning to compete in 2020.


For 2020 Motorsport UK is introducing the requirement for all competitors to hold a new RS Clubman licence as a minimum, which will be free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online from 18 November and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

As well as this change to require a free license there have been significant changes to the "permit" fees which Motorsport UK charge clubs on a per competitor basis for most competitive events.

Such fees have all increased by £5 which means it is likely we will have to increase the entry fee by a similar amount in 2020. The biggest impact will be on Car Trial and Autosolo / Autotest events where the permit fee has roughly doubled in cost. As an example for each competitor in one of our Solo events we will now have to pay Motorsport UK £11.50 - we currently charge £10 entry for these events which covers both the permits and other costs of running the event.

Please note this does NOT impact our December Autosolo which fortunately is still under 2019 rules.



brightside insurance
is proud to support

The Bristol Pegasus Motor Club

Based in Bristol, we offer a different kind of car insurance experience - one that's affordable, fair and hassle-free even for those more unusual models.

Simply call **0333 414 9085**

Experience a new approach to insurance.

brightside
insurance

brightsideinsurance.co.uk

Brightside is a trading style of Brightside Insurance Services Ltd which is authorised and regulated by the Financial Conduct Authority (firm reference number 302213).
Registered in England and Wales No 04137311. Registered office: Brightside Park, Severn Bridge, Aust, Bristol, BS38 4BL.

Backfire Bits

Firstly this month I would like to say what an excellent day I had at the Pegasus Sprint. Despite being a little damp first thing, the weather was kind to us and the event went really smoothly.

As always there is a huge amount of effort that goes into making sure an event such as the Pegasus runs to plan and those involved in making it happen are often not recognised for the hard work that goes into making it all look effortless on the day. We have a great team who can all be very proud of themselves.

I also have to say a big thank you to the competitors - many of them have been with us from the start back in 1991 when the club re-introduced sprinting to Castle Combe. It was nice to see Pete Stowe at the event, without his efforts in the early days it is unlikely there would be any sprint events at Castle Combe today.



The week following the sprint I had an enjoyable Sunday run out in the Westfield to the Breakfast meet at Sparky's Diner. I almost did not make it. Having charged the battery up in the run up to the day and checked the voltage the night before, it decided it was still not going to play ball on the morning of the event. Luckily the battery from Rover was charged up in the garage and with a set of Jump leads I got going. The spare battery came with me which was

lucky as I needed to jump start it again to get home - not sure what the scrutineer would have said about it being loose in the passenger footwell.

Having decided not to tax the Westfield for the winter months this was my last run out. Halloween evening was spent swapping cars around. The plan was to put my Marlin in my parent's garage and move the Westfield back home. This was the first time the Marlin had been driven since the suspension rebuild - all of that was fine but another flat battery resulted in me reaching for the jump leads again.

The problem with long term ownership of cars is you forget just how long ago you bought things - I think both cars had not seen a new battery for 10 years. Two new batteries have since been purchased. The cost of this was helped by selling a car.

The MX5 which I had half shares in with Nick and Cherry has gone - we had some great fun in it both at Castle Combe and on our Solo Events, as well as some memorable road miles. It needed some significant welding so it was time to say goodbye to it. Hopefully someone will put the work into getting it sorted, if they do they will have a really fun car for not a lot of money.

By Andy Moss

BREAKFAST MEET SUNDAY 24th November 0930 at



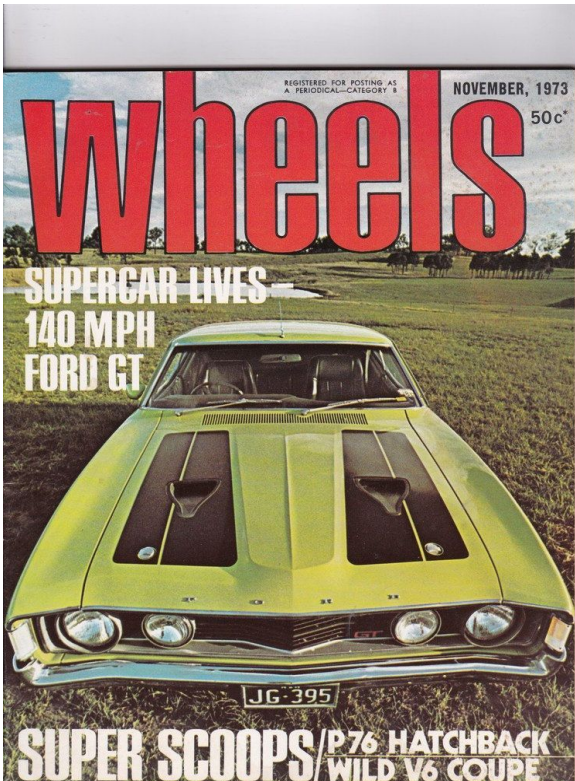
**A48 between Aylburton and Lydney GL15 6BU.
Food & coffee served from 10:00. Very large
car-park.**



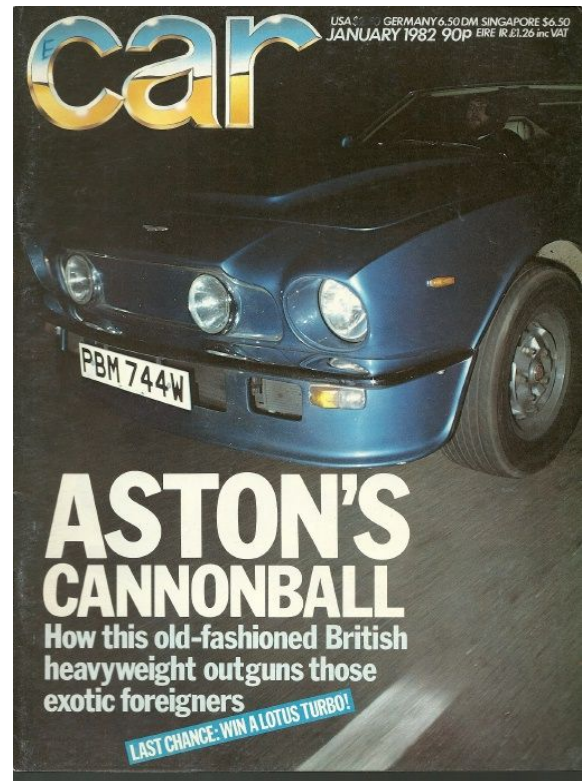
Old, exotic,
American,
classic,
vintage; all
your
treasured
wheels will be
very
welcome.



Guest Speaker AGM Monday 9th December 8:00pm



Steve Cropley, editor in chief at Autocar, has been writing about cars, car people and the car business since he joined the staff of the Australian magazine Wheels in 1972.



In 1978 he joined the British monthly CAR, and was appointed editor in 1981. During his seven-year tenure, CAR became the UK's best selling motoring magazine, later ceding that title to Top Gear.



Cropley left CAR in 1989 to start his own magazine, Buying Cars, which after two years was bought by Haymarket Media Group, where Cropley still works "very happily". He claims to be every bit as keen on cars and driving as he was when he started 47 years ago.

Annual Accounts

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB						
BALANCE SHEET AS AT 31 OCTOBER 2019						
		Note		2019		2018
				£		£
FIXED ASSETS						
Tangible Assets		1		11370		11370
CURRENT ASSETS						
Stock for resale				475		638
Prepayments and Accrued Income				355		20
Investment Account				19120		19120
Cash at Bank and in Hand				10461		9081
				30411		28860
CREDITORS						
Amounts falling due within one year -						
Sundry				0		0
Accruals and Deferred Income				1176		1228
				1176		1228
NET CURRENT ASSETS				29235		27631
TOTAL ASSETS LESS CURRENT LIABILITIES				40605		39001
Represented by:						
CAPITAL AND RESERVES						
Balance brought forward				29231		28186
Revaluation Reserve				9770		9770
Net Surplus/(Deficit) for the year				1604		1045
				40605		39001

I certify that this is a true copy of the balance sheet approved by the board. For the year ending 31st October 2019 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, 5th November 2019

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB

NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2019

<u>1 ACCOUNTING POLICIES</u>			
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.			
<u>2 SHARE CAPITAL</u>			
The company is registered in England, no. 2412971, and is limited by guarantee.			
There is no share capital.			
<u>3 TAXATION</u>	2019	2018	
	£	£	
Based on results for the year:			
Corporation Tax at 19%	336	570	
<u>4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS</u>			
<u>5 STAFF COSTS</u>			
The company has no employees. The directors serve without remuneration.			

BPMC 2019 Events Calendar

Date	Event	Location
Mon 11th Nov	Club Night	BAWA
Mon 9th Dec	AGM & Guest Speaker	BAWA 8pm
Sun 29th Dec	Autosolo	Brightside Aust Services
Sat 25th Jan	Awards Dinner	The George, Aylburton

Notice of AGM Monday 9th December 2019

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 9th December 2019 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 2019.

The AGM will be followed by a guest speaker.

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 2019. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 9th December 2019.”

2019 Club Committee - Your chance to get involved

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