

Backfire

Bristol Pegasus Motor Club Magazine

APRIL 2023



1974 Lotus 76



The views and opinions printed in this magazine are those of the contributors and not necessarily those of BPMC

Bristol Pegasus Motor Club

Club Motorsport at its best



Member of: Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

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Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



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Instagram – www.instagram.com/bristol_pegasus_motor_club

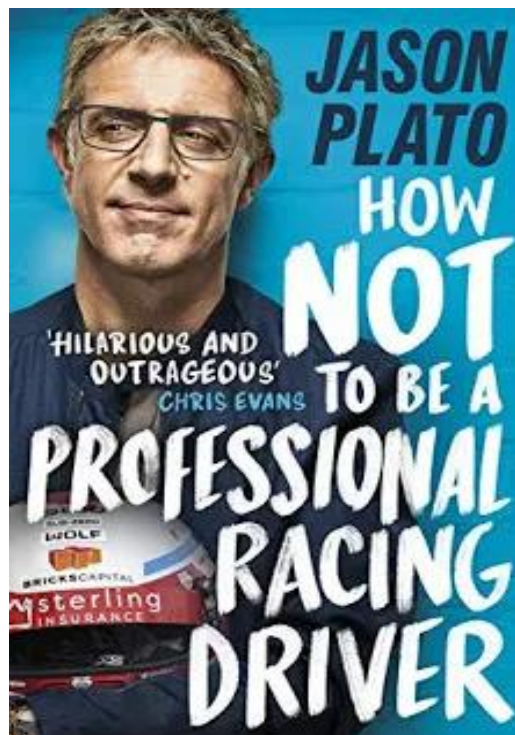


Nick's Natter

I hope those of you who attended Dawsey's talk enjoyed it as much as I did, considering he'd never done it before! He was very entertaining.

A group of us went to Race Retro on Saturday 25th February and had a thoroughly enjoyable day. We really enjoyed the talk given by Louise Aitken-Walker, Jason Plato, Dai Llewellyn and his son Tom. Afterwards I managed to get an autographed copy of Jason's book which is a very entertaining read. We also bumped into BPMC members Mike Wilds and Ralph while we were there. Martin Emsley went on the Friday and his report and photos are further on in Backfire.

I have just returned from a trip to Munich where I visited some awesome motorsport museums. See separate article.



It's an uphill struggle....A Chaotic Month.

by Jones the Speed aka Phil Jones

So far, 2023 is proving to be a little unpredictable. I started doing some work for a company down in the South West and it's a joy to be 'local' rather than passing through a departure lounge (as it were...) but still, I am up and down the M5 like I've got my draws caught in the doors.

The M4 is a poor place to start. Most days begin with a scenic tour of Newport Docks and Tata Steelworks, which you can see clearly on a fine day. South Wales is now a fest of 50mph average speed cameras, 20mph urban limits and exhaust tickling road humps. I particularly admire the thinking behind the ones placed on the exit of a roundabout so that everyone does an emergency stop as they 'flow off' the roundabout as intended, blocking the exit and thus making the roundabout a junction. It's pure genius, in a Pythonesque sort of way. In the 60s and 70s this would have been known as satire, but in 2023, its reality without a hint of irony. We are going through a period of reverse evolution.

Still, the Wing Commander continues to sooth me as nothing else can and, with a fresh set of boots, it's even more comfy.

We have fitted a Blaupunkt DAB radio to the Marcos Mantis, with Owen doing the donkey work including a 3D printed insert to get it sat nicely and I finished the job off. I wouldn't call the Mantis quiet, but it's certainly fine to listen to my favourite 70s tunes.

'You Can Ring My Bell' ... anyone?

I did spend an hour crawling about under it, trying to locate an annoying coolant drip and I think we are all sorted now. The pink fluid looked awful on the dark garage floor – perhaps I'll use plain water in future so that it doesn't stand out so much (!).



Owen's Fiat Punto decided to chew through yet another exhaust flexi. To be fair it's been going for some time, but it was left to the last minute - without which, of course, nothing would ever get done would it? – and so the net result was an exhaust pipe lying on the road near Chippenham!

Fortunately, he managed to tie it to the steering rack and then did some aeroplane impressions down the M4. Arriving home with a loud blare, we noted a rather choice smell as he walked in and concluded that he must have been lying in a puddle of urine at the side of the road. Whose is another question.

We had the fire extinguisher serviced and changed the 6-point harness in the 1800GT and that turned into a fest of bending fibreglass and a lot of bad language. But it's in. The 'No wheels on my wagon' picture below was followed by fitment of a set of Toyo R888Rs and hopefully we'll see the benefit of some more grip this year. I now have a set of 6 Pirelli CN36s clogging up the shed but they'll have to go before the C.O. wants to get the mower out or else I will end up mowing the lawn myself...



Things improved greatly with the first 'event' of the year, which was a trip to Race Retro. We hadn't been since 2020, when Owen and I were there on the Saturday, spending time musing about whether the pasties and sausage rolls 'had Covid on them' and many hours in the HERO navigation training. This time we mostly spent our time out watching the rally cars and lots of puffy jackets and beanie hats took me back to my youth, which was wonderful.

On the rally stage, I was especially taken with a mutant MG Midget done by Corry Motorsport in Ireland. We could see that it was rather quick and I was expecting to see a Rover K series under the bonnet, but no, this one had a Cosworth warmed 2 litre Duratec and 250bhp mated to a Type 9 and an Escort axle. All that power and so little weight.

But the show itself had certainly shrunk and I hope it recovers for next year. Still, we had a great run up and back in the Mantis, which proved a particularly good long-distance cruiser and, shall we say, quite sprightly.



A little off the beaten track, for Jonesy's garage, was a service for a Peugeot Boxer van. No, I haven't bought one, but a friend has and so Owen and I got roped into giving it 'the once over'. My yard is chaos at the best of times, but this van really put the tin hat on it.



You think you've planned it all out, but there's always something missing and, while collecting even more paper towel and WD40 from Halfords, I came across this Citroen Ami outside.



I haven't seen one in the plastic before and, I must say, it looks pretty funky. It's probably close to the ideal use of EV power, being an urban, short-range runabout.

I suppose that's about as far as I will go in endorsing a BEV though. I still see it as a Betamax solution and I was pleased to see news about a network of 30 hydrogen stations setting up in the UK, mainly aimed at commercials, but to be made available for car use. With no more than 100 miles between stations, yet a typical Hydrogen Fuel Cell car range of 300 – 400 miles and a 5 min fill up like petrol, it's a solution that's more practical for the majority of people.

But, bring on synthetic fuels I say – change the fuel, not the 35 million vehicles it goes in. Seems a bit obvious, doesn't it?

There is an American saying which goes... 'focus on the donut, not the hole'. I think that might resonate here, don't you?

BPMC Membership

The online system allows you to join and or update your information to ensure you get timely information from the club including your renewal reminders. All information is secure.

<https://bristolpegasus.com/manage-your-membership/>

Membership is for a year from renewal or joining date.

'Open Doors' at Redline Sportscars

Saturday 20th May 10am

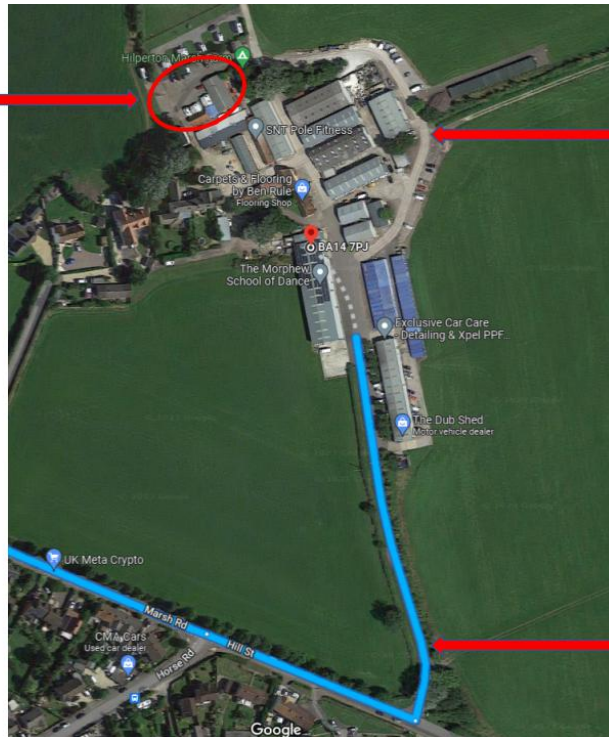
Redline Sportscars welcomes **Bristol Pegasus Motor Club** members to an open morning with bacon rolls, tea and a chance to visit the showroom and workshops.

Marsh Farm, Marsh Road, Hilperton Marsh, BA14 7PJ nr Trowbridge

"Following the closure of Marcos Cars, Redline Sportscars was established in 2001 by Marcos' head salesman, Jeremy Kearns. With the help of ex Marcos service manager Dave Chivers, Redline Sportscars was able to seamlessly continue the sales of Marcos sportscars.


Joe Cubitt, Redline's current Managing Director and former production manager at the Marcos factory, joined Redline Sportscars in 2009. Joe took ownership of the business in 2016 and has utilised his wealth of knowledge to enhance the sales aspect of the business and firmly establish a high level service, repairs and restoration element to the company."


Redline with gravel yard at the rear



Loop with room for overspill if needed

Barrier lifts automatically as you approach ...slowly

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Emsley's Excursions - Race Retro

by Martin Emsley

It's back!!!

A very welcome return for the RaceRetro show, after a 3 year break, a different layout and no more freezing cattle shed for the Autojumble and Rally Car parking area. Though that said they had both moved outside! How the Autojumble is supposed to work exposed to British February weather I have no idea, it was already decidedly squelchy underfoot on the Friday when we visited. What with that and the moving of the auction to one of the favourite halls the show was considerably smaller, maybe 50%, than previously and there seemed a lot of trailers taking up room in the Hall 2, too many model car stands and many not related to retro motorsport. Not sure how it can be billed as Europe's no. 1 Historic Motorsport Show unless it is the only one!

Reading that back it doesn't sound like the show had much going for it.....but it did, there was a good buzz and it was comfortably busy, felt kind of intimate and got to chat with some interesting people, met a few old friends. Had to look at the layout map several times as it felt like we had missed a hall, but no, that was all there was. And after paying entrance fee there was no way I was going to pay more to gain a catalogue and access to Hall 1 just to look around the auction cars which effectively took up a third of the show area.

Guess I am missing the point, slightly, as the show is also very much about action; the live 'stage' and the opportunity to see some wonderful historic rally cars in action, heck, even to get a ride in one. Maybe one day I may try that, would be spoilt for choice, no it would have to be a mid-1980's Group B machine, Renault 5 Turbo, Lancia Delta S4, Peugeot 205 T16, etc. Had a smashing day out and got a 'motorsport fix', even bought a couple of pictures for my new garage (Watch this space). Will be interested to see how the show now develops, will watch with interest before going next year.







Political Corner - Reality is dawning

by Bob Bull

Over recent months, as the undemocratic travel restriction brigade have lauded various travel restriction schemes under the dubious umbrella of “clean air or Climate Crisis”, the motoring public have started to wake up to the anti-car trend. Following massive kick back against the minority support for London extension of its car cash collection “TAX”. The split-up cities idea is being fought in cities across the UK. As car buyers realise that Electric Vehicles are not cheaper to run than petrol vehicles and certainly not as cheap (with tax being introduced and subsidies reduced) to purchase, along with the pitiful rate of introducing charging points making them unsuitable for longer journeys, has reduced the demand for EVs.

Motorists are asking where is all this leading?

Cars are seen as a social enemy to those in power including our beloved Sevens and other sports and leisure vehicles.

The answer of course is the Social Reengineering of our lives. But, who wants to wait for the Bus that does not arrive and only takes you somewhere near where you want to be and that's if you still have a bus service with the national cutbacks in services. For longer journeys train services, when they are running, are for many too expensive.

Cars have been and still are the greatest enabler of individual's right to travel where and how they choose.

Join the Alliance of British Drivers today and fight for your right to travel where and when you want <http://www.abd.org.uk>

Bristol Pegasus NEEDS YOU !

***The successful running of this club relies on
volunteers***

We need marshals,organisers and willing helpers



The 1998 Colerne Sprints

by Pete Stowe (pete.stowe@bristolpegasus.com)

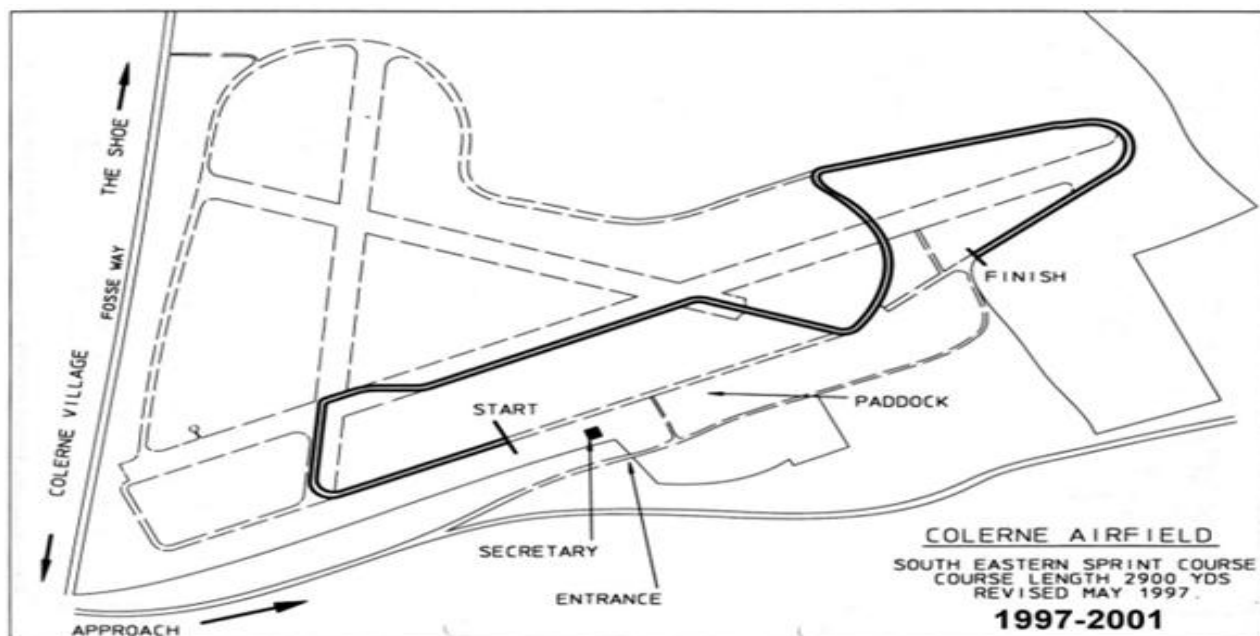
It won't be long before our 2023 sprints get underway at Llandow on 24th June, but before that, a look back 25 years to our Colerne sprints of 1998.



August 1998 - Richie Devall leaves the start line in his Marcos 1600GT

For over 30 years, between 1978 and 2010, the MoD's Colerne airfield was the venue for many motor sports events: sprints, rallies, and motor-cycle races. Each year throughout this period the club usually ran two sprints at Colerne, the Wessex Sprint, jointly with our friends of the of the MG Car Club's South-West Centre and the Bristol Motor Club, and the Bristol 2Club Sprint, co-promoted with the Bristol MC, which incorporated a round of the British Sprint Championship.

Over time the track layout had to be changed for various reasons, and in 1991 settled in the South East corner of the site, where, with minor variations, it remained until the venue eventually became unavailable in 2010.



The following two event reports were originally published in Backfire Magazine in 1998:

“The Wessex Sprint - Monday 4th May 1998

Competitors arriving for the 1998 Wessex Sprint at Colerne were greeted by bright sunshine.

Familiar faces in new cars included Jonathan Milne in his bright yellow ex Handigas race series Honda CRX and Martin Baker with the Peugeot 306 GTI 6 making its competition debut. John Marshall entered his rare Lotus Mk 6, John Mearns was out in his Westfield SEi, Ian Perret was in the Lotus Cortina, Bernie Humphrey was in the familiar blue Mk1 Escort, Bill Farrow was in the shiney Morgan, and the Cosworths of Mike McBraida and Pete Goodman took third and second in class respectively. Other club members included Paul Priddey and Jonathon Thomas in Westfields, Martin and Dave Depper in a Mini Cooper, and David Rae in the Mk1 Escort.

The BDA had returned to the Van Diemen of Dave Cutcliffe, having undergone a major rebuild during the winter. Max Barton was out in the Porsche 844, which suffered a hose problem at the beginning of the meeting, which Bill Farrow apparently cured using Carpet tape – we now know what the Morgan is held together with!

Ian Hall made his Colerne Clerk of Course debut, having previously run the Pegasus Sprint at Castle Combe. Bob Hart took on a new role as Chief Marshal.

The MG Car Club competitors brought their usual selection of interesting vehicles, including Midgets old and new, T types, MGA, MGB and MGFs. There was also a rather interesting K3 racer which had some problems with the noise test and did not seem to be running too smoothly. Among the single seaters there was an interesting Gould Ralt of Tony Marsh and Russ Ward in his 5000cc Chevron.

The day saw 16 new class records out of a total of 19 classes. FTD went to Dave Cutcliffe in the Van Diemen. There were no major incidents and apart from the odd spin, and a few stoppages due to the timing equipment, but in general the event ran very smoothly. We suffered a slight mid afternoon problem following the depositing of some oil on the course, which meant the cement dust and brushes had to come out for about fifteen minutes.

Thanks must go to all the organisers and marshals from the three clubs and of course the competitors for making it a very enjoyable event.

Absolute Best Time of Day - The Wessex Trophy: Dave Cutcliffe (68.07, new record)

Best Club Member by Class Index - The Firth Vickers Trophy: David Rae

Below: Pete Goodman in Jon Milne's Honda CRX



Bristol Two Club Sprint - Monday 31st August

We were lucky to have one of the few fine days of the summer of 1998 for the Two Club Sprint at Colerne.

The event attracted the usual cross section of cars ranging from Mini's through to awesome three and a half litre ex-F3000 cars.



Six-time British hillclimb champion Tony Marsh works on his Gould Ralt GR37 DFR

Among the club members competing were Jonathon Milne, sharing his Honda CRX with Pete Goodman, whose usual Cosworth was out of action. Mike McBraid put in a very creditable second in class in the Sierra Cosworth, a position which Richie Devall also steered the Marcos to in his class.

Dave Cutcliffe put in his usual stunning performance at Colerne, with only the Pilbeam of Roger Kilty beating Dave's 2 litre, the Van Diemen managing to see off 11 drivers in the class above !

FTD went to Roger Kilty who secured the Farndon Engineering British Sprint championship with his victory.

The event ran smoothly for most of the day, but there was an accident in the afternoon which resulted in a Westfield driver being taken to hospital with a suspected broken wrist.

Eleven new class records were set during the event, including top spot in the road sports over 1800cc class for David Franklin in the 3600cc V8 MGB, Bristol member Mike Rudge took a class record, and Pete Goodman steered the unfamiliar CRX to a record in the modified production saloons up to 1800cc class.

An excellent event, thanks to all the Officials, Marshals and Competitors who made the event such a success.

Absolute Best Time of Day - The Pubs & Clubs Trophy: Roger Kilty (63.24, new record)

Best Club Member by Class Index - The Bristol Trophy: Dave Cutcliffe



Waiting for the top 12 runoff, Roger Kilty (Pilbeam MP47 DFR) alongside Dave Cutcliffe's Van Diemen BDA"

Full results for these two events, and all Club sprints, can be viewed at:


<https://bristolpegasus.com/archive>

Bristol Pegasus Fantasy Formula One 2023

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Joker	Budget	Score
Abi Reynolds	0	0	0	0	0	British	15	15
Alison Bennett	15	0	16	1	43	Spanish	5	59
Alyson Marsden	0	8	0	43	12	Australian	0	57
Andy Moss	15	0	0	43	1	Spanish	0	59
Bernie Humphrey	15	0	2	23	16	Belgian	25	73
Charles Alexander	8	25	0	23	12	Italian	0	62
Chris Bennett	4	12	4	12	4	Italian	45	79
Chris Thompson	15	18	0	23	43	British	25	103
Daniel Shroff	10	0	0	0	4	British	70	82
Dave Cooper	15	0	23	43	23	British	25	118
David Garnett	0	12	2	0	23	British	10	36
Dodie Taylor	15	8	23	12	23	Monaco	60	130
Donny Allen	4	8	4	16	43	Bahrain	0	54
Helena Sarsted	0	12	23	12	23	Italian	0	59
Jamie Stevens	4	12	43	1	23	Dutch	5	77
Jerry Irwin	15	0	0	16	0	Monaco	5	36
Jessica Robson	15	4	23	43	23	Belgian	20	117
Joe Robson	15	0	23	12	12	Italian	0	56
Jonathan Taylor	2	8	23	43	23	Japanese	5	93
Jose Suarez	15	12	4	23	12	Bahrain	90	150
Katie Davies	15	12	2	23	16	Italian	0	60
Keith Weller	10	15	23	0	0	British	40	88
Ken Robson	15	0	23	16	16	British	0	62
Lisa Davies	0	6	12	23	23	British	5	58
Liz Ibrahim	4	0	23	43	0	Monaco	10	80
Mal Allen	1	0	0	1	1	Abu Dhabi	385	388
Mark Niblett	4	10	0	16	4	Brazilian	5	37
Martin Baker	8	0	43	23	0	Austrian	0	74
Martin Emsley	15	4	0	16	12	British	0	41
Martyn Davies	15	8	23	43	23	Saudi Arabian	10	111
Matthew Stevens	15	0	4	12	16	Italian	15	54
Merlyn Griffiths	4	18	4	2	16	Abu Dhabi	0	36
Mike Marsden	4	0	12	23	43	Abu Dhabi	0	61
Neil Lock	1	6	16	1	2	British	5	30
Pat Holmes	0	12	0	1	12	Bahrain	35	54
Ralph Colmar	0	6	2	1	2	British	35	45

Richard Ibrahim	6	0	23	0	43	British	20	71
Richard Reynolds	4	8	23	16	16	Monaco	10	69
Rob Cooke	6	0	23	0	0	Belgian	40	69
Sam Thompson	15	18	4	23	43	Singapore	15	97
Sharon Reynolds	0	6	23	0	12	Australian	15	50
Simon Moss	6	12	23	0	43	Dutch	0	63
Tim Murray	6	0	23	12	23	Belgian	0	53

2023 F1 Calendar

	Grand Prix	Circuit	Race Date
3	Australian	 Albert Park Circuit, Melbourne	2 April
4	Azerbaijan	 Baku City Circuit, Baku	30 April
5	Miami	 Miami International Autodrome	7 May
6	Emilia Romagna	 Imola Circuit, Imola	21 May
7	Monaco	 Circuit de Monaco, Monaco	28 May
8	Spanish	 Circuit de Barcelona-Catalunya	4 June
9	Canadian	 Circuit Gilles Villeneuve, Montréal	18 June
10	Austrian	 Red Bull Ring, Spielberg	2 July
11	British	 Silverstone Circuit, Silverstone	9 July
12	Hungarian	 Hungaroring, Mogyoród	23 July
13	Belgian	 Circuit de Spa-Francorchamps, Stavelot	30 July
14	Dutch	 Circuit Zandvoort, Zandvoort	27 August
15	Italian	 Monza Circuit, Monza	3 September
16	Singapore	 Marina Bay Street Circuit, Singapore	17 September
17	Japanese	 Suzuka International Racing Course, Suzuka	24 September
18	Qatar	 Lusail International Circuit	8 October
19	United States	 Circuit of the Americas, Austin, Texas	22 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	29 October
21	São Paulo	 Interlagos Circuit, São Paulo	5 November
22	Las Vegas	 Las Vegas Street Circuit, Las Vegas, Nevada	18 November
23	Abu Dhabi	 Yas Marina Circuit	26 November

50 Shades of Red

by Ralph Colmar

A couple of years ago I read about some Pistonheads who thought it would be fun to drive from the furthest point west in England, Lands End to the furthest point East in England Lowestoft Ness between Sunset and Sunrise on a Midsummer's evening, I've just looked it up again and it would appear this is now a more or less annual event known as Run Against The Sun, in which participants watch the sunset at Lands End then drive 430 miles east to watch the sunrise at Lowestoft Ness.

Over the Christmas Break I decided it would be fun to try the run in the opposite direction in daylight on the Winter Solstice but unlike my predecessors I'd make my drive a bit more challenging by avoiding motorways which gave me 8 hours to cover 438 miles including one pitstop for fuel requiring an average speed of 55 mph. Google Maps suggested this 'might' be possible when I checked a couple of nights before departure.

The following day I gave myself the challenge of using the King Harry, Porluan Fowey, Torpoint and Dartmouth Ferries on my way to an overnight stop-over in Torbay before returning home via Hartland, Lynmouth and another overnight stop in Minehead. To add further purpose to the trip I opened a Madges Midwinter RNLi Charity Tour Gofundme page with a target of raising £250.

As luck would have it, work commitments meant I would not be able to start the trip until the evening of the 27th December and I planned to stay in Lowestoft to get a good night's sleep before starting. I should have finished work at 8pm but due to a last minute change in vehicle allocations it was another hour and a half before I got home and made my way up to Lowestoft. I refuelled at midnight and was fast asleep half an hour later.



I set off into a murky cold morning for Lowestoft Ness where looking out through the mist to sea there was not much to see and inland there was an odd tower next to a wind turbine. Despite the light rain I kept the roof down, took a photo and departed promptly at 08:04 with Waze showing an ETA at Lands End for 15:30 so plenty of time to make a fuel stop.

The first leg of the journey took me along the A143 through Beccles, Bungay and past Diss to Bury St Edmunds. Unsurprisingly the landscape was mostly flat, the rain was never more than light and I was kept entertained on the radio by Petroc Trelawney's Breakfast show. Radio 3 folks, it is all happening on Radio 3.

From Bury St Edmunds I passed through St Neots, then round more roundabouts than I can count through Milton Keynes and eventually onto the A34 after Bicester and from there onto Oxford.

The rain was still coming and going but more worryingly despite maintaining my speed my ETA was starting to get further and further away. By the time I reached the A303 it was around the 4pm mark and Waze had advised me of a change of route.

The problem was at Stonehenge and as I got near, Waze took me down towards Salisbury along some unfamiliar back roads accompanied Of course one should never estimate journey times on digital platforms at night if planning on travelling by day. Photo Lost with Waze somewhere near Andover courtesy Pete Twine.



Eventually the B3089 led me from Hindon back onto the A303 from whence it was a short hop to the Esso Hazelwood petrol station near Sparkford. I advised some friends I was hoping to meet at Cornwall Services of my delay and ran straight into another tailback for substantial roadworks going past the Camels Queen and West.

Further along the road another diversion cut out the A303 / A30 junction by taking me through Cricket St Thomas and Chard before leading me to the A30. I stopped at Cornwall Services even though I knew my friends had long since gone. 47 miles short of my target the sun set, not that one could see anything but cloud.



Deflated but nourished with hot food I continued to Land's End where I arrived two hours behind schedule, but I was already close to my fundraising target for the RNLI and promised myself another crack at the East West challenge in the not too distant future.

Classic Car Show Olympia Friday 24th February

photos by Ralph Colmar



1963 Mini Cooper S 2nd built



1954 Bristol 404



1964 Chevrolet Corvette Stingray



1982 Lancia 037 EV02



1957 MG-A after 30 years under Texan sun



2022 Renault Alpine A110 S with '68 LM wrap



1960 Triumph TRS X 655



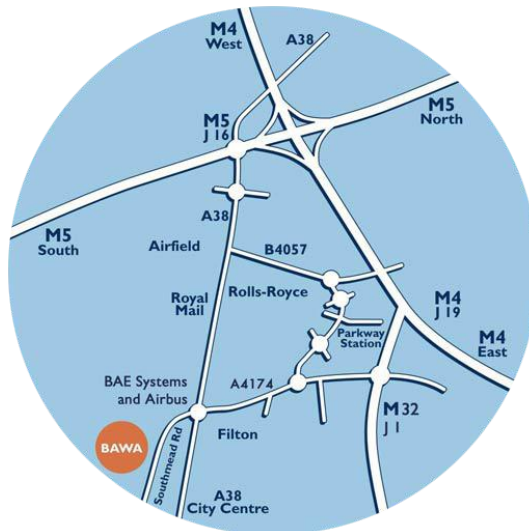
1966 Unipower GT No.1

Club Night

Come and join us for a drink and a chat at
BAWA Leisure Centre
589 Southmead Road, Filton, Bristol BS34 7RG



We normally meet in Room 7 or Room 4. Most meetings start at 7.30pm but 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.



Club Facebook Group

- You can organise informal meetings with fellow members
- You can view/send event invites
- You can view/post Items for sale



<https://bristolpegasus.com/facebook-group>

Motorsport UK RS Clubman licence



Renew or Apply for your free 2023 Licence now

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is 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 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.

Online Application <https://rsclubman.motorsportuk.org/>

BPMC Pin Badges



Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish.

BPMC Polo or Sweatshirts

Pick your colour and size, state whether polo or sweatshirt and how many, then email Coralie coralie.thompson@bristolpegasus.com
Polo shirts £6.50 each and sweatshirts £10



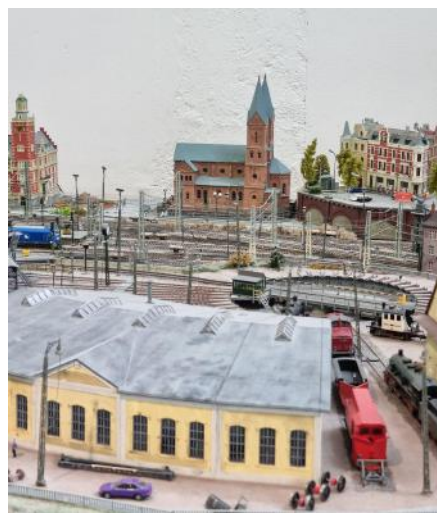
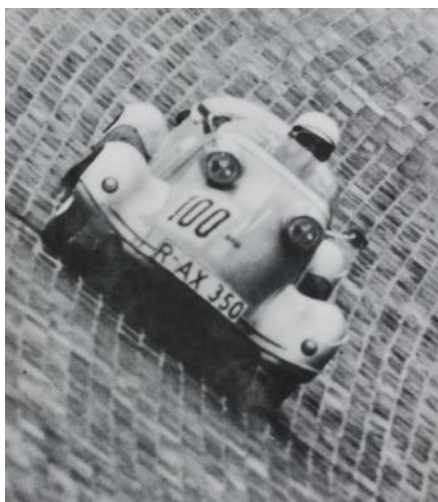
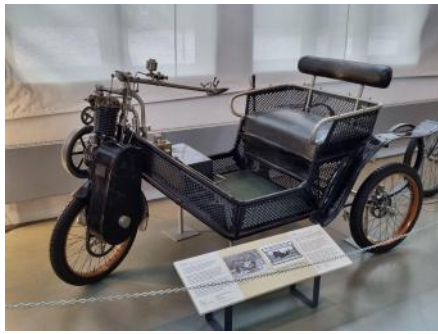
Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.

MUNICH MEMORIES - Part One

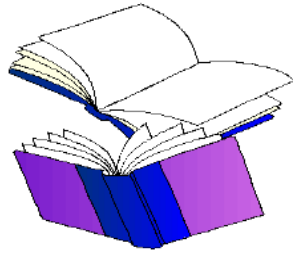
by Nick Wood

Whilst in Munich I endeavoured to visit as many motorsport museums as I could! I was amazed at the standard of each one I went to, three in total. The first was Deutsches Museum Verkehrszentrum.





Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CDs /DVDs**

FIRST BREAKFAST MEETING OF 2023

Sunday 26th March

Petrol & Steam

All types of transportation welcome

**Dean Forest Railway, Forrest Road, Lydney GL15 4ET
from 0930**

Refreshments Available



CLUB NIGHT MONDAY 17th APRIL

An informal evening to watch Jack Brabham DVD

BRABHAM reveals the making of an icon - the unofficial godfather of modern Formula One, Sir Jack Brabham.

Exposing the media's role in creating sporting myths, BRABHAM tells a David and Goliath tale of a homegrown hero pitted against the giants of Ferrari, Lotus and Maserati. Jack remains the only person to have won the F1 Driver's and Constructor's Championships in his own car.

Greatness, however, comes at a cost - the strain between Jack and his youngest son David portrays two generations of men determined to define themselves on their own terms. The challenges of family legacy and the determination to see the Brabham name reborn are key drivers to this dynastic drama, as the Brabham marque stands poised to challenge international motorsport once more.

With unparalleled access to some of the greatest names of Formula 1 racing, the film showcases the final feature-length interviews with the late John Surtees and the late Sir Stirling Moss; as well as candid never-before-seen observations from on Sir Jack by F1 supremo Bernie Ecclestone and Australia's own Mark Webber.

CROSS TROPHY TRIAL SUNDAY 23rd APRIL

The event will consist of normal trials type sections and should appeal to anyone who has previously entered our Production Trials or those new to trials. Most road cars should be suitable.



This trial is a round of the 2023 ASWMC Car Trials Championship and the BP Motor Cotswold Motor Sport Group Car Trial Championship. **Drivers and passengers now require a Motorsport UK clubman RS competition licence which is free.** We recommend applying for the licence before the day. Unfortunately we have had to increase the entry fee to £16 to cover the increase in permit fees charged to the club by Motorsport UK. It is still one of the lowest cost events of this type.

If you're not competing, marshals are always needed.

Lower Grove Farm, Highridge Road, Dundry, Near Bristol BS41 8JT

ACE CLASSIC CHARITY TOUR SUNDAY 4TH JUNE



The start is at Washingpool Farm, Easter Compton. We will have our own parking area and there is a cafe serving breakfast and toilets.

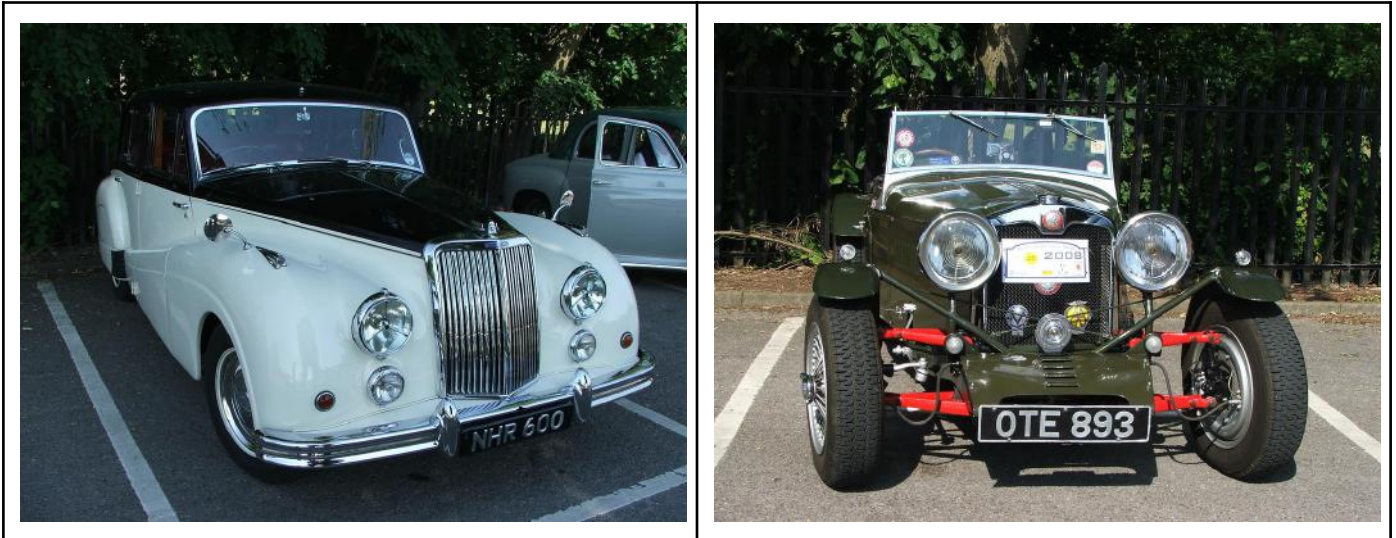
This year we are supporting the Willow Trust

The aim of the Willow Trust is to provide a unique opportunity for people of all ages with a disability or serious illness to enjoy a therapeutic day out on the water. Each year up to 7,000 children and adults with disabilities and serious illnesses spend a day on board our two fully wheelchair accessible broad-beamed boats on the Gloucester-Sharpsness Canal.



The lunch stop will be where the Willow Trust boats are moored near Frampton on Severn, with a small cafe and toilets. Additionally someone from the Trust will be there to show people around the boats and talk about their work

The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charity and have an enjoyable day's motoring.



Online entry and more details at
<https://bristolpegasus.com/events/ace-classic-tour-2023/>

LLANDOW SPRINT SATURDAY 24th JUNE

The 2023 June Llandow Sprint will again be co-promoted by Bristol Pegasus Motor Club and Bristol Motor Club.

The event is a round of the Trident Engineering Welsh Sprint & Hillclimb Championship, TyreMarks ASWMC Sprint Championship, Bristol MX5 Challenge, Bristol Two Litre Cup, MGCC Speed Championship, Midland Speed Championship, Triple M/Pirelli HSA Speed Championship, BARC Connaught Speed Championship, Classic Marques Speed Challenge and Paul Matty Lotus Hillclimb Championship.

We are also pleased to welcome members of the co-promoting clubs and members of any club affiliated to the ASWMC or the AWMMC Regional Associations. For all competitors who have previously entered the event we welcome you back, for those competitors who are entering this event for the first time we warmly welcome you and trust you will find the day to be enjoyable and competitive.

Please also note that those competitors who would like their licence signed for upgrade purposes, please leave it with the Entries Secretary at signing on and ensure you collect it before leaving the circuit at the end of the event.

Overnight camping is not allowed at the venue, however overnight facilities are available at the Llandow caravan and camping site (next to the circuit). Please make your own arrangements with them. Contact Llandow Caravan Park, Llandow, Cowbridge Tel: 01446 794527

Finally, a reminder that there are some changes to the Motorsport UK Yearbook so please ensure your car and safety equipment complies with the updated 2023 regulations.

Entries now open: <https://bristolpegasus.com/events/2023-llandow-sprint/>



BACKFIRE



Intake manifold for a Morgan V Twin JAP

2023 Events Calendar

Monday 17th April	Club Night	BAWA
Sunday 23rd April	Prod Car Trial	Dundry
Sunday 30th April	Breakfast Meet	FOD Steam Railway
Monday 8th May	Club Night	BAWA
Saturday 20th May	Redline Sports Cars Breakfast Meet	Westbury Wilts
Sunday 28th May	Breakfast Meet	FOD Steam Railway
Sunday 4th June	The ACE Classic	Washingpool Farm
Monday 12th June	Club Night	BAWA
Saturday 24th June	Llandow Sprint	Llandow Circuit
Sunday 25th June	Breakfast Meet	FOD Steam Railway
Monday 10th July	Club Night	BAWA
Sunday 30th July	Breakfast Meet	FOD Steam Railway
Monday 14th August	Club Night	BAWA
Saturday 19th August	Trackday	Castle Combe Circuit
Sunday 27th August	Breakfast Meet	FOD Steam Railway
Monday 11th September	Club Night	BAWA
Sunday 24th September	Breakfast Meet	FOD Steam Railway
Monday 9th October	Club Night	BAWA
Saturday 21st October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	FOD Steam Railway
Monday 13th November	Club Night	BAWA
Monday 11th December	AGM & Club Night	BAWA

DEADLINE FOR NEXT BACKFIRE APRIL 7th