

Backfire

Bristol Pegasus Motor Club Magazine



Bob Bull's Boxster all fueled up and ready to go on the Evening Car Tour



August 2017

Contents

Chairman's Chat

Editorial

2017 Events

New Automated Membership System

Tim hitches a ride up Goodwood Hill

Evening Car Tour

Frenchay Village Show

It's an uphill struggle

Bristol Pegasus Fantasy Formula One 2017

Bob Bull's F1 Facts Quiz No. 8

Pegasus Club Merchandise

Chateau Impney

2017 Events Calendar

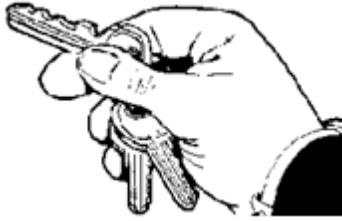
Backfire

Deadline for Next Backfire: 23rd August 2017

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 BPMP



Chairman's Chat

By Andy Moss

July has been a relatively quiet month for club activities but we still had a couple of very enjoyable events. Ben Bishop organised an outstanding evening tour and an entry of around thirteen cars enjoyed a well thought out route on a very pleasant summer's evening. I was lucky to be offered a passenger ride in Nick Wood's MX5 and we ended up in a mini convoy with Pete Goodman's MX and Bob Bull's Porsche Boxster. We all arrived at the finish at the Salutation near Castle Combe with broad smiles on our faces so it must have been good !

We also had an informal trip to the Frenchay Vehicle Show. Despite arriving well before the advertised start time things were already busy. As well as the other Pegasus members' cars there were plenty of other interesting things to see - there is always a great mix of cars and motorcycles at the show. Sadly the weather tried to spoil things a little with some light showers during the afternoon, but fortunately this did not stop an excellent turnout of cars and visitors. July also saw the release of the entry details for our October Pegasus Sprint. Last year the event was oversubscribed so make sure you get your entry in early.

Looking forward to August, we have Ralph's Sunday morning treasure hunt, which again has been organised with help from Tim Murray. Hopefully a lot of you will come along and enjoy a run out in the country before the finish at a good pub.

The main event in August is our Castle Combe Track day on the 19th of August. The event is now full and we have started a reserve list - contact Tim Murray if you wish to add your name to it. Even if you have not entered the track day please come along on the day – there is no charge for admission and it is a good chance to have a chat with fellow club members. In recent years we have had a parade lap around the circuit at lunchtime in return for a couple of pounds donation to charity - we hope to do this again, so you still have a chance to drive the circuit even if you do not wish to do the trackday,

As well as Pegasus activities, this month I have been away on holiday. We took the Caravan to Snowdonia and whilst this meant I was in the Mazda 6 rather than something more interesting, I still enjoyed driving on some incredible roads through really spectacular scenery. Despite being the height of summer at times we were the only car on the road for miles. The Sat Nav took us on some very interesting roads, even if they were not the most sensible or direct ways to where we actually wanted to go ! Not a game to be played with the caravan attached though, here we were much happier with a map and some careful route planning the old fashioned way !!



Editorial

“In August most of Europe goes on holiday.” Tony Visconti

At the beginning of another busy month I headed off to Chateau Impney with Tim Murray, the weather was just right and we had an entertaining day particularly watching the 1st corner antics during the first run, of four, which competitors undertook over the weekend.

The next day I ran into some terminal IT hard drive issues, my back up had until then been my phone, but then I found it it was so out of date it no longer supported a browser that could handle anything but the most basic websites.

Armed with a new phone and twixt ambulatory duties I made it to the Blackhorse Garage for the start of the Car Tour organised by Ben Bishop, unfortunately I was unable to participate, but did have the consolation of a lovely evening drive down to Verwood.

The following weekend I popped along to the Frenchay Car Show where an interesting selection of cars were on display and the lemon cake tasted superb.

On the Sunday I visited the Berkeley Castle Classic Car show and the next day it was up to Dundry with Tim Murray and Alan Spencer where I enjoyed some good company while practising my appalling skittles skills at the British Legion.

When I got home on the Monday night I realised most of the photo's I had taken over the weekend on my new phone, were in fact some new fangled “Live Photo” format, so of no obvious use for Backfire at all.

I have managed to more or less sort out the Summer Treasure Hunt which will start at 10:00 am outside Hambrook Primary School on Sunday August 13th with Tim Murray, I say more or less because when we checked it there was what looked like a temporary diversion which it turns out is going to be temporary for 52 weeks, so a little tweaking will be done before the start.

Having just fitted some wider wheels to my wagon and had all the engine, gearbox and suspension bolts tightened up I was looking forward to making a trackside appearance for the Club trackday at Castle Combe on the 19th, unfortunately due to work commitments I will not be able to get there, this will be the first one I have missed in at least 5 years but I am sure everyone all who attend will have a fabulous day.

Wishing you all a safe month's motoring.

Ralph Colmar

Events Calendar

Sunday Treasure Hunt - August 13th - 09:30 for 10am start.



Our traditional free-to-enter Sunday treasure hunt will be run on Sunday August 13th.

Meeting OS 172 647 793 outside Hambrook Primary School, Moorend Rd, Hambrook, Winterbourne, Bristol BS16 1SJ, 9:30am for 10 am start.

Finish at a family pub, Beef and horseradish sandwiches highly recommended. Would participants wishing to eat please give me an

idea of numbers contact **Ralph Colmar Email: backfire@bristolpegasus.com**

Bristol Pegasus Track & Tuition Day Castle Combe 19th Aug

Tickets now on sale for our Annual Castle Combe Track Day, BPMC member price just £132.00

Event now full - reserve list started - contact Tim Murray timmurray99@gmail.com to be added to the list



New Automated Membership System

We have introduced a new automated membership system. A link has been added to the Bristol Pegasus web site.

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

Tim hitches a ride up Goodwood Hill



When Duncan Pittaway offered me the chance to ride in his amazing Fiat S76 at Goodwood I couldn't quite believe my luck. Now that it's a few weeks since it happened, I'm still not sure it wasn't all a dream, but the photos prove otherwise.

There can't be many club members who don't know something about this car, but just in case, here's a little background. In 1910/11 Fiat built two S76 cars with which to attack the Land Speed Record, which at that time stood at nearly 126 mph and was held by a Benz driven by Victor Hémery. The S76 had an enormous 4-cylinder engine of 28.4 litres – more than 7 litres per cylinder! A car was brought to Brooklands in 1911 but the giant Fiat was unsuited to the banked track, so the decision was taken to head for the

speed trials taking place on the beach at Saltburn-by-the-Sea, near Middlesbrough.

The driver, the great Pietro Bordino, spurned the idea of putting the car on a trailer, so he and passenger Jack Scales drove from Brooklands to Saltburn on the public highway. At Saltburn the sand proved to be damp and hence slow, and although the flying mile record was taken at around 116 mph, the Land Speed Record stayed with the Benz.

Fiat then lost interest in the project. One of the cars was sold to a Russian prince, Boris Soukhanoff, who engaged Grand Prix driver Arthur Duray to try for the record at Ostend in 1913. Problems with weather, timing equipment and local jobsworths meant that they spent some six weeks trying but never managed to set an official record. A one-way speed of around 132 mph was recorded, but they couldn't satisfy the new rules which called for a two-way run to be completed within one hour.

Prince Boris then fell foul of the Russian Revolution and the car completely disappeared until recent years, when Duncan managed to track down what was left

of the chassis and talked Fiat into letting him have one of the original engines which they still had. He then undertook a painstaking restoration of the car which included having to build major items such as the gearbox and bodywork from scratch.

The rebuilt car made its public debut at the Goodwood Festival of Speed in 2014, and has gone on to become an absolute star. Duncan has run it at many historic speed events, and even raced it at this year's Goodwood Members Meeting, and its enormous size and flame-belching exhaust has made it very popular.

This became very clear when I found Duncan just after his first run at this year's Goodwood Festival. He immediately tried to take me off to sign on, but was so besieged with people wanting to talk to him about the car that it was a long time before he could get away. Eventually he escaped and took me off to complete the formalities in the Drivers Club, where I took the opportunity to have a pee in one of the very posh loos.

I was scheduled to passenger Duncan in his second run of the day, so presented myself at the appointed hour and kitted myself out in Duncan's spare set of overalls. This immediately marked me out as a member of the team, so people who couldn't get to Duncan started asking me questions about the car. Fortunately I knew enough about it to be able to hold my end up (I hope).

After some delay we were finally called down to the assembly area at the bottom of the paddock, which meant me getting in whilst Duncan and his *chef d'équipe* Tucks went through the engine-starting ritual. Apparently the engine is easy to start when it's cold, and again when it's completely warmed up. At any in-between stage it can be a bit recalcitrant, and in any run at Goodwood the engine has to be started four times – in the paddock, in the assembly area, at the startline, and at the top of the hill to return to the paddock after the run.



So it was that several times the car declined to start on the handle and had to be push-started. This gave me my only opportunity to make myself useful – once the car fired up after the push I had to reach down with my foot and operate the pedal which restored full compression.

When we got down to the start line – well, talk about dying and going to heaven. As you can see from the photos, in front of us in the queue was the 'Don Lee Special' Alfa Romeo P3

which raced in the Indy 500, and ahead of that is the 1914 Grand Prix Mercedes. On the left is an ex-John Surtees Lola T70 and a couple of glorious Ferraris.

We moved up the queue until it was our turn and then - what an experience it was. The sheer size of the car, the wonderful noise it makes, the vibration, the torque reaction swaying the car from side to side as Duncan blipped the throttle, the massive kick in the back when he let the clutch in, the flames from the exhaust whistling past my elbow, Duncan furiously pumping away between my legs – er, that

is – pressurising the fuel tank with a pump located between the passenger's legs.

We got to the top in just over eighty seconds, quicker than a Brabham BT49 (although I think the Brabham might just possibly have had a slight problem). As far as I was concerned it was all over far too soon. After pausing in the paddock at the top of the hill for the rest of our batch to finish (plus a much-needed cool drink) Duncan and I cruised back down the hill. It



was only then that I noticed the crowd, waving at us and snapping away like mad. We gave them our best regal waves in return, and Duncan got the Fiat to do its flame-belching party trick.

I can't thank Duncan enough for the ride. I was in good company – among his other passengers that weekend were Sir David Jason and Chase Carey, Bernie Ecclestone's replacement as F1 supremo. Many thanks also to Tucks for looking after me so well. I shall treasure this experience for the rest of my days.



Goodwood Festival of Speed Friday Shootout Results

32nd Duncan Pittaway / Tim Murray FIAT S76 84.6 secs

33rd Joachim Folch-Rusinol, Brabham Cosworth BT49 86.11 secs

Evening Car Tour



Frenchay Village Car Show



It's an uphill struggle

'Eere...how's 'yer season going mate?

With a first round of the Championship at Goodwood, it was all about preparation. We stuck the Mantis back on the ramp as I was not happy with the slightly harsh, tappety sounds from the motor.

After a couple of hours of poking about we found nothing amiss and figured it was likely to be the start of a split in a CAT. Apart from car preparation, there is of course the personal side. I made a vain attempt to reduce the intake of bacon rolls, cheese and bacon turnovers and those lovely little twin packs of custard tarts that you can get at the BP / M&S stations. If you haven't tried an M&S custard tart, then you must make the effort.

Anyway, come Goodwood I was still fat. With the Mantis loaded into Burger Van II, Lloyd, Owen and I set off down the M4 on Good Friday. Well it may have been 'Good' once but it wasn't good this time.



Between Bath and Chippenham, a BOC Argon gas tanker managed to catch fire. Luckily it was on the on the hard shoulder because as soon as I saw the black plumes of smoke and the flames roaring under it I realised it was tarmac melting time. And that means a shut motorway.

Bugger. We needed to get to Goodwood before the gates shut as Burger Van II was never going to fit into the hotel car park. Oh the stress.

So we were out of the car, as was everyone else and 30 mins later the thing was like a campsite bonfire when the first fire engine showed up. Then 6 more arrived plus 10 police cars. I noted the registrations of the undercover BMWs and Audis for future reference. Two hours later and we were still there.

Finally, panic over and off to Chichester. We arrived in time, dropped off the car and headed to a Frankie and Bennys for a pile of pork ribs.

Saturday was dry and warm and, with about 100 cars, 21 of them in Classic Marques, a great day ensued. Lloyd had some demons to get over after stuffing the Marcos into the tyre wall at the chicane last year. His practice was 119 vs his best of 108 last year. So work to do. I did a 104 which was a second off last year and well behind the best of 100 timed run the prior year.

The lower diff was great but the car was unstable on the brakes. Much fiddling with dampers and tyre pressures ensued. Owen studied the gear ratio chart and figured that we were at 135mph after Fordwater heading down to No-Name and again at the end of Lavant straight. That's quite a lot of 'fun' with cold tyres and brakes. Right at the top of 4th, it sounded fine and was geared well for Goodwood.

Lloyd went back out for a 1st timed run and did a 108 so he was back on form. When he came in to hand over, there was a whiff of fuel and we had a puddle in the boot area. With all the messing about sorting it out, I missed the first timed run but we both made the second. He took another second off to get a 107 and I got to a 102. It was enough for 6th place out of 21 for me. OK but could have done better.



Pic by young Owen – it's a corker!

With work taking me over 700 miles a week and lots of 5am starts, I was cream crackered so we had to skip Gurston and head for Prescott at the end of May for the fabulous La Vita Rosso / Le Vie en Bleu weekend.

And it turned out to be a beautiful and brutal weekend wrapped one. The Mantis was in fine form, although it's a bit wide for Prescott and like trying to rush a truck down your driveway. With a damp practice done and a quick change of underwear after the slippery Esses, we were 4th in P1 and 7th in P2 out of 26.

Running at the 'Le Vie' weekend is always a pleasure with all that atmosphere and sometimes a little challenging with hordes of spectators desperately trying to step backwards into your path in the paddock, seemingly consumed by iphone mania and licking their 99s. Lots of red flags in the morning session and the Classic

Marques group was not immune. Warwick Gray managed to plonk his lovely little Sprite into the Armco on entry to Pardon, Ian Beningfield did something similar but both survived to continue the event. Then young Ben Everett managed to total his father Mark's Chimaera in the Esses. Game over.

Pic taken by Phil Ludbrook (CMSCC)

By the end of the day I still could not get back to my PB in the Marcos at this hill despite my familiarity with the place. I ended up a second off but it was enough for 6th place out 26 (damn...another 6th place) and a very good haul of points as it's the time gap to the winner that counts, not the placing and the times were all pretty close. Second and third place, for example, were split by 3/1000ths of a second.



Last pics by Nick Druce, fellow Abarth owner (and clearly a good snapper)

Owen and I returned on the Sunday with one of his mates for a more relaxed gander – yet another full English topped off with a lemon and sugar crepe. Lovely. On show and demo'd were the latest Bugatti Chiron and 4 Veyrons (and an EB110 on the



Saturday). But taking the biscuit was the Lambo Miura Jota replica. I've seen it a couple of times before but those open exhausts on the end of a Lambo V12 were quite moistening. And then there was Duncan Pittaway's Fiat S76 – an improbable hill climb car if ever there was one but the crowd loved the demos. Just brilliant.

With the weekend over, it was a run through the Mantis and then back in the trailer ready for Silverstone Stow in June.

Onwards and upwards aye Grommit Lad?



Jones the Speed

Bristol Pegasus Fantasy Formula One 2017

Results after Round 11 - Hungary

Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	659
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	631
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	593
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	593
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	593
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	591
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	589
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	587
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	580
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	580
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	577
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	574
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	573
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	567
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	560
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	560
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	555
Mal Allen	Ericsson	Massa	Ferrari	Haas	Mercedes	549
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	545
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	538
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	537
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	537
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	534
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	531
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	519
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	509
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	505
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	501
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	492
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	484
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	479
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	470
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	460
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	455
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	447
Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	434
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	419
Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	418

Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	418
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	418
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	413
Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	407

2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
12	27 August	Spa	Belgium	C4 / Sky
13	3 September	Monza	Italy	Sky
14	17 September	Singapore	Singapore	C4 / Sky
15	1 October	Sepang	Malaysia	C4 / Sky
16	8 October	Suzuka	Japan	Sky
17	22 October	Austin	USA	C4 / Sky
18	29 October	Mexico City	Mexico	Sky
19	12 November	Sao Paulo	Brazil	Sky
20	26 November	Abu Dhabi	UAE	C4 / Sky

Bob Bull's F1 Facts Quiz No. 8

Throughout 2017 we will give you some of the strangest statistics from F1 covering the years from 1950 through to 2015; we will ask 5 questions a month.

Of course you could Google the answer but where's the fun in that :

Tyre special Quiz No 8

Which tyre manufacturer has entered the most races?

Which tyre manufacturer has entered the least races?

Which tyre manufacturer had the second most wins?

Which tyre manufacturer won the least ?

Where and when did Dunlop win their 50th race?

Answers to Quiz 7

How many GP's have been run at Silverstone up to and including 2015? **49**

Fastest Lap (in timed Practice) ? **160.925 mph**

Most Cars on a British GP Grid ? **31**

Most cars on lead lap at finish? **18 (2013)**

Most cars retiring? **20 (1975)**

And for fun a picture Recognition (not F1!) ? The Velorex was manufactured by a co-operative in Solnice, Czechoslovakia. Produced from the 1950s until 1971

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

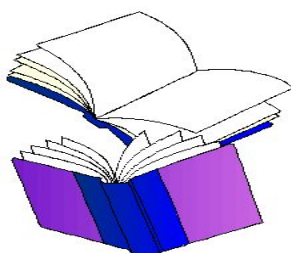
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **ala49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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**

Chateau Impney



Alfi Capa (Caesar Special)



Salome



Talbot Special and Napier Bentley



Packard Bentley



Hotchkiss AM80



BRM P48 and Connaught Type A



The first Grand Prix Cooper



JAP Twin

Chateau Impney - The First Corner Variations



Ian B Wright Chaparral 2 Replica



Tony Gallagher - Ford Mustang



David Cornwallis BMW 1602 ti



Duncan Ricketts ERA E-Type GP1



Ian Patton Morgan Plus 4 Competition




David Cottingham Ferrari 500 TRC #0682 MDTR



Greg Bibby Morgan Supersports



Richard Grant Kiehn Special



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.



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 303215).
Registered in England and Wales No 04151311. Registered office: Brightside Park, Seaton Bridge, Avon, Bristol, BS50 4BL.

New Club Event for 2017



ORGANISED BY

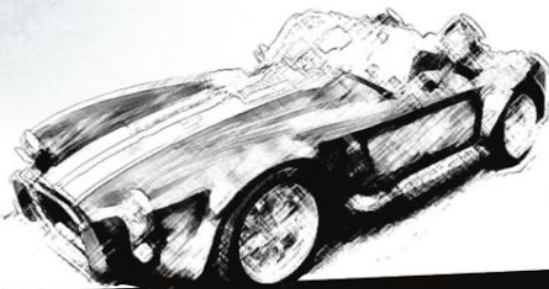
**BRISTOL PEGASUS
MOTOR CLUB**

IN AID OF

St Peter's Hospice



ENTRY
FEE ONLY
£27



SUNDAY 24 SEPTEMBER 2017
Open to Classic as well as interesting sports and kit cars



Start and Finish at Oakham Treasures, Portbury BS20 7SP

Beautiful coastal route

To enter apply online at

<https://bristolpegasus.com/classictour>

NO ENTRIES ON THE DAY. Entries limited so don't delay!

Bristol Pegasus Track & Tuition Day Castle Combe



Saturday 19th August 2017

Our Annual Castle Combe Track Day Event Full - Reserve List Started

BPMC member price just £132.00

This is your chance to drive your own car at Castle Combe

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
 - No extra charges for passengers
- Share tickets between two drivers or cars at no extra cost
- A true club day - run for the benefit of members not profit
 - All you need is a helmet and ordinary driving license
 - Sensible drivers with good on track driving standards

See club website www.bristolpegasus.com for entry details or contact Tim Murray if you require a printed entry form posted

This event is now full

**Contact Tim Murray timmurray99@gmail.com
if you wish to be added to the reserve list.**

CASTLE COMBE

AUTUMN CLASSIC
7TH OCT 2017



LEGENDARY CARS
SPECTACULAR RACING

www.autumnclassic.co.uk

BRIAN · JAMES · 2016



We will again have a Club Stand at the Autumn Classic

Rolls-Royce Families Day 23rd September 2017



Classic car display – Pre 1975

Share the joy of your classic car / motorcycle with the rest of the employees and friends at the Families Day.



Entry by permit only available from :-
tony.joiner@btopenworld.com



Following the ACE Tour which was supported by Rolls-Royce we have been invited to arrange a classic car display at the Rolls-Royce Families Day.

If you have a pre-1975 car this is a great chance to visit Rolls - you do not need to be a Rolls-Royce employee to display a car

Contact Tony Joiner for further information



Bristol Blenheim S4

BPMC 2017 Pegasus Events Club Calendar

Date	Event	Location
Sun 13th Aug	Sunday Treasure Hunt	
Sat 19th Aug	Pegasus Track Day	Castle Combe
Mon 11th Sep	Club Night	BAWA 8pm.
Sun 24th Sep	NEW - St Peters Charity Tour	
Sat 7th Oct	Combe Autumn Classic	Castle Combe
Mon 9th Oct	Club Night	BAWA 8pm
Sat 21st Oct	Pegasus Sprint	Castle Combe
Mon 13th Nov	Club Night	BAWA 8pm
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust

Your chance to marshal at Castle Combe

We are looking for over 60 club members to help us run the Pegasus Sprint at Castle Combe on Saturday the 21st of October. Whether you are an experienced track marshal or have not been involved before we can find the ideal role for you.

A chance to get involved in the heart of the action. To find out more contact Nick Wood nickswood@hotmail.com or 07786 936941. Hot lunchtime meal provided in the Castle Combe Tavern as well as marshals gifts as a thank you.

Backfire



©RJ Colmar 2012

1967 Lotus 49