

# Backfire

**Bristol Pegasus Motor Club Magazine**



ERA R4A which was driven by Bob Gerrard to FTD at Filton on the 25th October 1945 in the first sprint meeting organised by the Bristol Aeroplane Company Motorsports Club.



**December 2020**

# **Contents**

**Nick's Natter**

**Editorial**

**2021 Events**

**It's an uphill struggle**

**DIFF**

**Cars that hit the Sweet Spot**

**Bristol Pegasus Fantasy Formula One 2020**

**Backfire Bits**

**2021 Calendar**

**Automated Membership System**

**We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: [backfireATbristolpegasus.com](mailto:backfireATbristolpegasus.com)**

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

## Nick's Natter



I can't believe my first year as chairman is nearly over. And what a year it's been. I'm really missing my motorsport as I'm sure you all are. Our 75<sup>th</sup> anniversary celebrations have been postponed until next year when hopefully we can celebrate in style on our track day in August.

***MERRY XMAS EVERYONE & HERE'S TO A BETTER  
NEW YEAR***

**Ho! Ho! Ho!**

**Merry Xmas**  
**and Happy New Year**

**Nick Wood**

## Editorial

So here we are at the end of one of the maddest years any of us can probably remember, while there are many reasons to want to put the year behind us there have been quite a few highlights for which I'll be remembering the year.

On the personal front these include discovering the pleasures of driving Madge in Scotland and Devon, I am not the only one to realise the latter, see Bob Bulls article within.

Thanks to the efforts of everyone at the Midland Automobile Club, Tunbridge Wells Motor Club, Sevenoaks Motor Club and Bristol Pegasus Motor Club I had the great privilege of competing in four speed events and setting a couple of slowest times of the day.

Meanwhile Backfire has attracted much appreciated contributions from Donny & Mal Allen, Martin Baker, Ben Bishop, Scott Boulton, Bob Bull, Dave & Liz Cooper, Chris Davies, Alan Dillamore, Martin Emsley, Jim Gaisford, Leo Heap, Phil The Speed Jones, Mike Kason, Andy Moss, Tim Murray, Richard Reynolds, Ken Robson, Alan Spencer and June Seville and of course our chairman Nick Wood.

My thanks to all of the above for making Backfire such a pleasure to edit this year and apologies to anyone I may have inadvertently left out.

Looking forwards our first scheduled event is the Spring Autosolo on March 14th and this should be followed by the Cross Trophy a month later, with mass vaccination being rolled out hopefully restrictions on our movements and meetings will be sufficiently eased for these events to go ahead safely.

Wishing you and yours all the best through the season of goodwill and for a healthy New Year.



**Ralph Colmar**

# Events Calendar



**All further club meetings including our AGM and annual Christmas Autosolo are postponed until further notice.**

**Our 2021 dates are shown on the rear cover of this month's Backfire.**

**At present due to Covid we are not planning to run any winter club nights.**

**We look forward to next year and hope 2021 will return to a full calendar of events.**

## 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. Following government guidelines all their events are cancelled until further notice.

## Automated Membership System

The system allows 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 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.**

## Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on [bbbishop132A@hotmail.com](mailto:bbbishop132A@hotmail.com)

## It's an uphill struggle

### *All I want for Christmas is...*

A barge. Not the sort that you flow up your canal (Matron...) but the car variety which otherwise describes a saloon, often but not always a 4-door, focussed on comfort rather than handling / performance / style / cost of ownership / trendiness (delete as appropriate).

Some of you might think it's a bit limp when you can gain apparently adoring glances, for no effort, in a 911 or a TR6, but I still think that the real, down to earth enthusiast admires a good barge when they see one. At the extreme end you might have something like a Toyota Century – certain models even with a V8 and curtains for the rear windows. Well perhaps we'll move on from the curtains in case we start imagining things.



Anyway, I did see a decent Century come up at auction and it went for less than 10k. It did look very 'CIA' I must say. Where you would get a spare side window trim for it, I have no idea, so, even though it's not especially expensive, I suspect it might fall into the 'too difficult' category.

So, I sat with a glass of favourite Vino de Collapso and a few chunks of pungent Camembert (which cleared the room faster than a Boxer dog with tummy trouble) and thought about my ideal barges. And the more I thought about it, the more I realised just how many candidates there were.

BMW 3.0Si – that's got to be near the top. It's got early 1970's 'motorway cop car' kudos and, above all, it's just a damned fine car. A 1330kg mass speaks of how fat cars have become these days and I was surprised to note that the M30 straight six punted out 192bhp. Really, that's good going for the period and this was a genuinely fast car – apparently slightly quicker than the CSi Coupe. I seem to recall Tony Lanfranchi running one as a Group 1 saloon or am I imagining things?

You could roll up in a 3.0Si anywhere – classic car field, Sunday pub outing (our ancestors used to do that sort of thing...) or drive it down through France in complete comfort, friends and bags on board. And being of that era it has one of *the* attributes of a great touring car...a spare wheel.

This lovely project came up recently at £12500 – a RHD UK car that looked ready for a little spruce up but



not a full resto. And its in 70's brown too. Perhaps because it goes and handles, it's not really a barge at all. It's too good for that label.

Not satisfied with trawling up the lovely 'Si', I went looking for a few more.



Fiat 130 Berlina. Everyone (well most that I know) like the look of the 130 Coupe with its Pininfarina sharp suit. But the Berlina is not popular. To me, in black or dark blue, it's a perfect 1970's Italian Government car. It's also reminiscent of the anonymous saloons that the top Italian industrialists liked to use when trying to avoid the attentions of the various political terrorist groups

(in beige Mercedes minibuses with dodgy orange curtains). The 130 has a lovely single cam per bank V6, can be had with a manual tranny and, with its independent rear end, is a very sophisticated car. That reverse slant front grill has some similarities to the BMW Si and, if anything, I might even prefer its slightly brutal styling.

It's just lovely. You hardly ever see a RHD, though I believe they did build them. I'm sure I have a period brochure somewhere.

The TV cop shows brought such barges as the Ford Galaxie 500 (Streets of San Francisco anyone?) and the Mercury Park Lane Brougham hard top (book him Danno...). I like that sine-wave wobble - front to back - that they do when they come to a sudden halt. It reminds me of Black Forest Gateaux, strangely.



Would you believe that I have a bit of a thing for the Rolls Royce Camargue? Now you can cry 'Foot-fault' at this point because its only got 2 doors, but I will retort with "but its surely a barge beyond all barges".



I don't know anyone – and I mean anyone – that likes them. Every magazine review, in period and current, either unfavourably compares them with a Silver Shadow or pokes fun at their ridiculous cost when new and the fact that the Pininfarina styling went a bit wonky when they were faced with stretching a Fiat 130 Coupe body over a Silver Shadow platform. The track disappeared without trace somewhere into the wheel arches and the rear overhang – well, overhung. Lots has been said about the split-level air con costing more than a whole Mini and, in the end, it was a fabulous flop with 531 sold over 10 years or so. If you see one in colour coded white, ex Middle East or California, it looks truly awful – a sort of automotive rendition of Liberace's grand piano. But in a subtle dark blue or brown and with the original, stainless steel, hub caps from the Corniche, I rather like it. It might be that the threat of Covid left me generally intact from a lung standpoint but took away my sense of taste in the most unfortunate way.

Some years ago, when I had the Gordon Keeble, I was looking for a RR specialist to make a fix on one of my electric window motors – they used the same motor which, incidentally, is from a Piper light aircraft. Said specialist happened to be back in West Wales so I popped in one time when I was back there. At the end of a long and – for a RR – too narrow farm track was a huge shed packed with Rollers. Some were from London owners, chasing lower labour rates. And why not? This chap is an ex RR trained technician and good at his job. As we wondered around his RR man cave, there on the left was a brown Camargue.

“Camargue” I shouted out loud and he looked at me as if something was missing from between my ears. Well he got that right, didn't he?

Anyway, he told me that all the mechanicals were, of course, Silver Shadow / Corniche so no problem at all and, indeed, for a price, RR will make whatever is needed. Trim was a bit of a pain, but they are not impossible to run – excepting the

10mpg of course. I was quite taken. I poured over it but shouldn't have because, from that moment on, I decided that I actually like them. Oh dear.

But, ironically, I might have room for a barge in the fleet because, no sooner had I big plans and positive vibes than the beloved image of the Fiat 124 Sport Coupe died on the spot. Body shell has more patches than my gran's old quilt. Could buy a Maserati for the cost of recovering it.



So it's a parts project and I am distraught.

Merry Christmas to all and best wishes for 2021. You can come and visit me in my cell whenever you feel brave enough....

**Jones The Speed**

# DIFF

## Davies' individual feelings and fantasies(!)

Well, not much of a season for most of us though the sterling efforts of dedicated organizers supplied definite highlights.

The Pegasus track-day was enormous fun for us “happy band of Volvo drivers”. It was characterized by unobtrusive but effective organisation and a relaxed atmosphere.

Abingdon Sprint, next on our list, was less sorted but delivered two excellent and varied sprint courses in one day with an aggregate time arrangement – what you lost in the morning run you could make up on the afternoon course (possibly!).

Earlier in the season I made my customary trips in the Amazon to Goodwood for the two Brighton and Hove sprints. These are terrific and for me being flat out on a track which hosted all the heroes of my youth is just sublime.

In May I was one second down on my personal best of 114secs while in August the electronic ignition failed just after passing the sound test! Of course, when people ask you why you compete (if they ever bother) I try to explain how entering a venue behind a fellow competitor in a wonderfully patinated half-race E-Type is a magical prelude to a thoroughly fascinating day. By then the listener has discovered “there is someone over there I simply have to speak to...”



So why run a 53 year-old Volvo Amazon? The answer lies mainly in the inspired original design; coil-sprung rear with a Panhard rod and four trailing arms, 3-pot calipers on the front discs, tough 5-bearing 1800 or 2000 engine with twin 1 3/4 SUs, an excellent and forgiving 4-speed box leading to a sturdy diff. - all this wrapped in a solid shell. Nearly all parts are by return of post and the list of available mods. continues to grow . Kevin Diamond's car and mine are

“old school”, lowered, big-valve head, fast road cam, polybushed etc. Most importantly they survive on minimum maintenance and take you to a meeting and home again with the journey itself providing great fun. I live near Chard and drove my Amazon to Oulton Park for a track-day, and home again. Kevin, who lives in Portsmouth, runs at Shelsley alongside myself; one year we had 5 Volvos there.

But there is another reason I bought my 122S twenty years ago. I am a nut for coupes and 2-door saloons, a hangover from early years reading American car

mags. The Amazon draws on the '56 Chrysler 300 for styling cues and by the end of its production run (1970) it looked truly anachronistic. But for me – no problem!



In a previous article I related tales of my Fiat 124 Coupes. I am so pleased to hear fellow member, Phil Jones, is rescuing one of these gorgeous cars. My Fiats followed Sunbeam Rapier coupes, a Lotus Cortina Mk.2, a Viva GT, a 2dr. Cortina GT and a Corsair 2dr.. Further clues to my obsession included a Manta "A", a Cavalier coupe, a 2dr. Escort Mk.2 – and so on. And now? I drive an Audi TT 225 Quattro, the pure Mk 1. Personally I rate this super-clean design as on a par with 365

Porsches, and one day – when there are less of them – they will be recognized as classics...

In the meantime, have you all noticed the growth in entrants running TTs? It has to be an obvious choice; it is ridiculously cheap, it has 225 brake, 4-wheel drive, 6 speed box etc. Alongwith the ubiquitous MX5 it is a superb entry vehicle for motor sport. However, my TT is a little different; it has an LPG conversion. The result is an economy car that offers equivalent 48mpg and 140mph. I should be moving on from a 2002 car but conclude I can only approach that performance with a (whisper it) – diesel! With a limited budget I have considered BMW 120D Msport (circa £4,500).

Years of following diesels – and choking on the fumes - has filled me with a religious fervor against them. But government encouragement vaunted diesel while stepping aside from previously supported super-clean LPG which is fast disappearing from forecourts (Shell being the main culprit). So I am stuffed – unless I buy an economic classic eg. a Morris Traveler. Already I can hear my wife rejecting such a move "We can't go back to one of those".

She has a point. Let's see what the new year brings and hope for a move towards the old Normal in all aspects of our lives – and that does include motor sport!

Keep safe – and dreaming about the next event!

**Chris Davies**

## Cars that hit the Sweet Spot

I have been driving for more than 50 years and driven over a hundred different cars (many due to working in the automotive supply chain). In all that time there are only a few cars that really hit the sweet spot. But how do you define the sweet spot, its not necessarily the fastest, cheapest or even best looking. I believe it's a "feel" thing mixed with suitability for task in hand.

On that basis here are the few



### **Anglia 105E**

First real car I owned (I still don't feel my real first car an A30 was a real car!). It was robust, good looking the right size and suitable for my level of experience.

### **Mk 1 Cortina GT**

A car I felt almost perfect for its time, quick 4 seater and again robust. A whole series of front wheel drive cars followed which were OK but not really special. Apart

maybe from a couple of Pumas After some ordinary company cars, many Cortinas.

### **Cosworth Sapphire**

Dream company car 4 doors (a condition of car scheme at the time) Quick and entertaining.

### **Escort Cosworth Limited Edition Monte**

Fastest car I had "owned" (car scheme changed when MD had a 911!) Very special car would have bought it at end of lease if some toe rag hadn't stolen it from Birmingham Airport. After some good Audis and a Jag I retired and could make my own decisions.

### **Lotus Elise**

At the time the best track car and sports car I had owned

### **Porsche Boxster**

Brilliant sports car and with enough luggage capacity to be a GT but too heavy for a track car. Other cars owned, good, but not great AUDI S4, BMW Mini Cooper S, AUDI S3

Some cars driven on Test RS500, Mustangs, Camaros, Challengers, Morgans, First Tesla (Electric Elise), Rally Mk1 Escort. Even a London Taxi (craziest steering geometry I ever designed)

All interesting in their own right.

Competition Caterhams all very effective at what they were designed for but most at home on a track.



'67 Lotus Elan which I rebuilt has exquisite handling but fragile.



Then today I Purchased a **MK1 MX5**. In 20 miles of Devon Country roads I understood what all the fuss is about. It's a car you wear a bit like the Mk1 Cortina yet happy at 80 on the Motorway, if it performs on the track it might just be what I've been looking for, for the last 50years! And its cheap.

**Bob Bull**

# ***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.

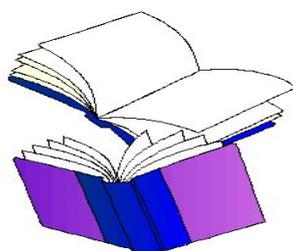
## **BPMC polo or sweatshirts**

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- [alan49spencer@gmail.com](mailto: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.

**Help raise funds for Wiltshire Air Ambulance**



**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**

## Club Facebook Group - This Month

Interesting posts on the club Facebook group this month have included :-



- Pegasus Sprint Photos and Video
- Motorsport UK Updates
- Bristol Cars
- 75th Anniversary including ERA, Bugatti and Lightweight Special at Filton
- An A30 van for sale
- Cobra Kit repairs
- Duncan Pittaway at Goodwood
- Sam's Legend Racecar build
- Banger Racing in the 80s
- Mike Wilds in a Porsche 956 Group C Car
- Castle Combe race programs from the 50s

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

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

## New Motorsport UK RS Clubman licence from 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 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 for the FREE RS Clubman licence begins here :-**  
<https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>

With over 22 years experience in all things MX-5, SGH is your one stop shop

- Total Restorations
- Sill Wheel Arch & Chassis Corrosion Repairs
- Colour Changes/Resprays
- High Quality Welding
- Wheel Refurbishments
- Servicing & Mots



10% off for all Bristol Pegasus Motor Club Members with membership card.

For a free quotations and advice for restorations / repairs on all makes please contact SGH Bodyworks

By Phone :- 01179 414 010

e-mail :- [info@sghbodyworks.co.uk](mailto:info@sghbodyworks.co.uk)

or website:- <https://www.sghbodyworks.co.uk/>

SGH Bodyworks Unit 4-5,  
Beehive Trading Estate,  
Crews Hole Rd,  
Bristol BS5 8AY.



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](http://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 302212).  
Registered in England and Wales No 0431311. Registered office: Brightside Park, Severn Bridge, Post, Bristol, BS28 9EJ.

# Bristol Pegasus Fantasy F1 - 2020

## Final Positions

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	964
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	961
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	960
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	929
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	915
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	886
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	880
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	876
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	858
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	853
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	840
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	838
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	832
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	822
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	821
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	814
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	810
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	796
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	796
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	796
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	780
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	770
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	740
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	708
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	676
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	665
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	643
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	533
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	488
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	480
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	338

Tim Murray

## Backfire Bits

At this time of year we would normally be looking forward to our AGM and Prize Giving, as well as a social or two over the Christmas and New Year period. This year of course none of these things will be happening thanks to Covid, but we can reflect on a year in which we still managed to have some enjoyable activities in difficult circumstances.

Among the events we did get to run was our March Autosolo - perhaps one of the last events to be run before the first lockdown, which resulted in all Motorsport being cancelled just a week later. At that point we all had visions of a few weeks disruption before we got on with life as normal - how wrong we were. Most of the remainder of our spring and early summer events were cancelled including the May Llandow Sprint.

Things did get back to some sort of normality in time for our Castle Combe Track Day in August. This was a brilliant event which we all enjoyed, followed the next day by our Breakfast meet which was a well supported socially distanced get together.

By the time of the Pegasus Sprint cases were beginning to rise again and the slightly better times we had enjoyed through August and September were starting to look like a brief respite from the virus. With the organising team having put a huge amount of extra effort in to be able to run the event in a safe manner, we were concerned we could fall victim to a forced last minute cancellation, a fate which many other events had suffered throughout the year. In the end we got to run a very successful event that proved to be covid safe and enjoyable. I also enjoyed the very rare 2020 experience of a pint in a pub after the event ! A couple of weeks later we would return to lockdown and no motorsport in November.

At the start of the year we had great plans to celebrate our 75th Anniversary. Much of this will still take place next year, when we hope the promise of vaccines may return things nearer to normality.

With little prospect of any car activities over the winter, I made the decision it was time for my 1970 Rover to mark its 50th birthday by being treated to a bit of a mechanical overhaul. The auto gearbox in this has suffered from the odd scary noise for many years and other than having the head off in the 1970s the engine remains untouched after a little over 100,000 miles. I therefore took advantage of car repairs being an "essential" during lockdown to take it in for some work. It had not really been anywhere since an M.O.T in March so it was an adventure to get it out and drive it to my nearest Rover P6 specialist. OK they are in Oxfordshire, but the only other recognised specialists are even further away, so it seemed justifiable essential travel..... More next month on what is happening to it.

Finally I hope you all have a good Christmas and new year and most importantly stay safe so we can all enjoy a better 2021.

**Andy Moss**

## 2020 Events Calendar

Date	Event	Location
Mon 14th Dec	AGM & Club Night	Postponed until early 21
Sun 27th Dec	Autosolo	Cancelled

## 2021 Events Calendar

Sun 14th March	Spring AutoSolo	Brightside Aust
Sun 18th April	Cross Trophy Car Trial	Dundry
Sun 25th April	Breakfast Meet	
Mon 3rd May	Spring Treasure Hunt	TBA 7pm
Sat 8th May	Llandow Sprint	Llandow
Sun 30th May	Breakfast Meet	
Sun 6th June	ACE Classic Tour	
Sun 27th June	Breakfast Meet	
Mon 11th July	Evening Car Tour	7pm TBA
Sun 18th July	Summer AutoSolo	
Sun 25th July	Breakfast Meet	
Sat 21st August	Track Day	Castle Combe
Sun 29th August	Breakfast Meet	
Mon 13th September	Club Night	BAWA
Sun 26th September	Breakfast Meet followed by Treasure Hunt and Sunday Lunch	
Mon 11th October	Club Night	BAWA
Sat 16th October	Pegasus Sprint	Castle Combe
Sun 31st October	Breakfast Meet	
Mon 8th November	Club Night	BAWA
Monday 13th December	AGM & Club Night	BAWA 8pm
Mon 27th December	Bank Holiday Autosolo	Brightside Aust

## Remember When

Answer to last month's remember when GMC Cyclone was launched in 1990.