

Backfire

Bristol Pegasus Motor Club Magazine



February 2016

Pete McGinnity in the MX5 at our Aust Autosolo

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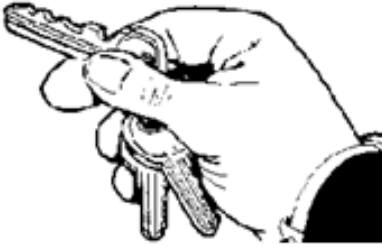
2016 Events Calendar

40th Anniversary Navigation Exercise

Hullavington Wessex Sprint - July - Cancellation

As some of you read earlier in the month it was announced that a number of Airfields including Hullavington would be sold for housing. We still remained hopeful that the sale would not be actioned until after our July event, however the base were informed that control of the Airfield would move to the Defence Infrastructure Organisation from April 1st.

The result of this is that the Airfield will not be available after April the first. We have again checked availability of other local MOD venues but with no alternatives available we have no choice but to cancel our July Sprint. This is of course disappointing given the huge effort we put into the venue last year. We can look back on last years event with some pride, without doubt ourselves, MG and Bristol put on an excellent event, but it would have been nice to give the venue a proper send off in July. The search for alternative venues will continue, but with an increasing amount of MOD land due to be sold the options for Airfield based events are increasingly limited.



Chairman's Chat

By Andy Moss

As we start 2016 I am looking forward to another year of club events. Our first club night of the year is on Monday the 8th so please come and join us for what promises to be an entertaining evening, we have some interesting film of the RAC Rally visiting local venues including Ashton Court and Colerne which should bring back a few memories for some and be interesting to those too young to remember. We are in the process of lining up some guest speakers for future months, so the winter club night season is looking very good. Later in the month we venture over the Severn Bridge again for our Navigation Event which once again is organised by Dick Craddy,

Competition wise, planning is now well underway for the Llandow Sprint, regulations and entry forms should be out around the last week of February, so keep an eye on the club website - if you have entered in the past we will email you when they are out or post them to those not online. This is also an excellent opportunity to come along and marshal if you would like to get involved but are not competing. We don't need as many marshals as we do at Castle Combe, but it is still vital we get enough. Llandow has an excellent cafe and marshals will eat for free as well as getting their Severn Bridge toll refunded. Saturday May 7th is the date for your diary.

As you may have read on the internet we received some disappointing news regarding Hullavington this month, which means there will be no sprint there in July - If you have not read the news yet see the announcement on the previous page. I would just like to thank everyone who made our one event there last year something to be proud of and remember.

As we go to press I am looking forward to competing in the Cotswold Clouds Trial on Sunday the 7th. Having decided to skip the Exeter this year it will be my first event of the year and I will be joined by my regular passenger Richard Reynolds who is making the long trip up from Devon to do the event. If you have not spectated before at this event I would recommend a visit to Nailsworth ladder where there is normally a good crowd.



Cotswolds Trials action from 2009

Editorial

Welcome to the sunny February edition of Backfire, I hope everyone has come through stormy January with their steeds intact and ready for the season ahead.

While there has been plenty of whining from Effwon fans on numerous forums about the absence of their beloved sport during December and January somehow I have managed to attend three events this year already, the first was the Heavy Metal Classic at Standlake Arena where for the first time I saw two Rolls Royces participate in a single banger race, got thoroughly soaked and with skills nurtured over the years on the Cross Trophy Trial managed to get out of the quagmire car park without the aid of the organisers 4x4 that was on stand by.

Then two weeks ago I popped over to Brean Leisure Park for the single venue Brean Stages Rally which for £5.00 including programme was a bargain event, it was nice to see Josh Payton and co driver Marcus Mizen in a Mk2 Escort win their class in the same entertaining style as when they drove their BMW at our own December Auto Test at Aust.

After dropping a nurse off for work at 5am in Plymouth last Sunday I got back to Bristol at 7:30am and decided that since my shift had ended I would jump in the Golf and head over to Brands Hatch for the MGJ Engineering Winter Stage Rally. I arrived shortly after the 10:30 am start and was again kept thoroughly entertained by the event that used parts of the club circuit in both directions, the pit lane, paddock and the dedicated Brands Hatch Rally Stage.

I'm off to Scunthorpe for "Blue Light Training" on Sunday and hope to catch a few of our members out on the Cotswold Trials as I wend my way up North.

Unfortunately I will not be able to make the club's next meeting at BAWA on **Monday 8th of Feb 7:30pm** when some films featuring local stages of the RAC will be shown, but I am sure a good time will be had by all.

Fortunately my rearranged work rota due to the aforementioned training means I will definitely be taking part in our annual navigation exercise on Friday February 19th, see back page for details, if you have never navigated before but would like to have a go please do not hesitate to get in touch.

My thanks to all this month's contributors including Martin Baker, Phil - Jones the Speed, Chris Varey and last but not least Club Chairman Andy Moss, if you would like to contribute an article photo's, quizzes, crosswords or anything else please don't be shy, get in touch.

Wishing you all a safe month's motoring.

Ralph Colmar

Warm Welcome To New Members

Steven Adams, Neil Lock, Niall Smiddy, Rob Thompson, Andrew Townsend

2016 Events

Club Night - Monday 8th February BAWA 7:30pm

Film night featuring the RAC Rally visiting local venues including Ashton Court and Colerne which should bring back a few memories for some and be interesting to those too young to remember.

Navigation Exercise - Friday 19th February 2016

Members are invited to enter the 40th Anniversary Navigation Exercise that will be held on Friday 19th February when we will, once again, return to the river Wye area. It will be held over a challenging 28 mile route.

The signing on location will be at the car park behind Tintern Abbey located at map reference 162/534 001 on the A466.

The required map will be OS 1:50,000 numbers 162 and 171. It is advised that you come prepared with a new map 171 if possible.

Route cards will be handed out at 7.25pm prior to the start time of 7.30pm. Beginners, Novice and Expert route cards will be available.

Bridge tolls will be reimbursed for those who use the Severn Crossing. A receipt is requested.

Dick Craddy, the organiser, will be pleased to help should you require further assistance. Dick can be contacted on 01454 414842, 07776 202 663 or craddy@old-down.freemove.co.uk

Thursday 10th March - Morgan factory Visit



10am Make your own way to Malvern, nice drive back via Wales. Please contact Pete Goodman pete.1goodman@talktalk.net or call 0117 9605367 to book a place, there will be £15 to pay per person on the day.

Saturday 7th May - Llandow Sprint



Sunday 3rd July - Hullavington Wessex Sprint CANCELLED



Saturday 20th August - Castle Combe Track Day



Saturday 22nd October - Castle Combe Pegasus Sprint



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, we recommend arriving at 7:30pm for 8pm starts.



Note : Next BPMC meeting at BAWA is on Monday 8th of February 7:30 for an 8pm prompt start in Room 7.

Bristol Pegasus Motor Club 2015 Awards Ceremony





All Images Courtesy Martin Baker

It's an uphill struggle....

2015 season Hill climbing and Sprinting with the Marcos Mantis

As usual, I was all eager for the start of the new season. There were many reasons to be cheerful. When you enjoy this sport, the winter is long and by the time March comes 'one is ready to burst' as Prince Charles might say (with hand in jacket pocket). The whoopsie at Loton Park the previous August turned out to be very fixable especially if you are called Joe. Lots of fibreglass repairs and paint at the front and it looked like new again. Just a fabulous job. The lower arm on the front right was replaced and I had one Image wheel repaired with a new rim and one completely replaced – that was a bit painful. We had pontificated over additional power, engine management systems, piggy back chips etc. but given the Classic Marques championship has a power to weight handicap, it would not really have got me anywhere. Taking weight out makes the car handle and brake better but adding more power is just a bit of a waste so in the end I left it as is. A bit of fettling on the rollers got it up 6bhp to 301 but that's was as far it was going.

I really felt that it was heavy last season so we took about 35kgs out of it as a start. We'll keep working on that idea. The Yokohama AD08Rs were still fine for the 2015 season. The front got additional spoiling to prevent front end lift – very evident in a photo from Loton Park where it resembled a speed boat with its front in the air. The Classic Marques Speed Challenge entered its 3rd year and, from a lowly 7 entries in 2013 we ended up with 56 in 2015. Quite remarkable and the series now has critical mass.

Honda S2000s and Mazda MX5s proved popular and in 2015 we allowed sports saloons so a very tasty RS2000 has been doing well. Lots of TVRs, Ginettas. Triumphs, many MGs, Porsche, Alfa Romeo, Lotus, Jaguar, and Scimitars were back for more. I planned only 9 events out of the 24 on offer, needing the best 8 scores to count. I would like to have done more but all sorts of anti-competitive circumstances got in the way. I knew that only entering 9 meant I would have little room for the goof up and was risky...and so it proved. Why don't I listen to myself?

Croft was on Bank Holiday weekend in April and it's a long way to Darlington towing a trailer. But the traffic was kind and I have not experienced motorway services as good as you find on the A1. Everything seemed new. Lovely welcome at Croft, great atmosphere and a crowd – yes really, you don't normally get those at a Sprint.

It was so warm and sunny we might as well have been abroad and walking the track was a pleasure. Not having been there before it took a while to learn it and by then the event was over so despite trying a curry sauce on chips to get things going, we came in 2nd. The curry sauce got things going but not in the way that I had intended. I got beaten by a very quick Griffith but was well ahead of 3rd so all in all OK for a first visit to Croft. The Mantis is very sensitive, but equally, very responsive to tyre pressures and damper settings so a bit of fiddling got it handling very well. I learned as the season went on that it needs to be softer at the rear for circuits than hill climbs. On a hill climb the surface is uneven with dips and humps and the rear is

not nice if it's not firm (ooh err, Carry on Damping?) It floats about and generally feels like a 70's Caddy. But if you use those hard settings on a circuit it's all over the place under braking and corner entry so I back it off a bit and all is fine.

Gurston Down was, as always, a brilliant day, cold and windy but blue sky. Ended 7th fastest out of the 26 strong class. Mantis ran like a Swiss watch all day. I was still running well behind the 5 litre TVR but interestingly the Mantis was 0.18 secs



ahead going into the last uphill 'straight' (it's not quite straight) but 1.57 secs behind by the finish line. I was losing a pile on acceleration with the weight, high ratios and the very soft throttle response. Certainly kept me fit peddling away though. Interestingly if you look at the photo below you can see the outside rear toeing in under load. Very clever for a small volume manufacturer. I thought it was just Nissan and Porsche that did things like that. Left Heading for the final climb at Gurston

Goodwood, which last year was a monsoon but we took a class win. This year was damp to start (which was no easier than the pouring rain to be honest) but then the sun came out and by the timed runs it was perfect. Classic Marques turned out another huge class of 17 entries and we came home 5th behind 4 TVRs. Right young Owen fettling at Goodwood – start 'em young I say!



Lydden Hill is near Dover and almost as hard as getting to Croft. Why do I do this? Tonbridge Wells Motor Club runs the event in a very slick manner and it was all done by 12 noon. I had only been to Lyden once before in 2013 with the 3 Litre V6. The Mantis was 13% quicker over the lap which is about what I expected. Ended 3rd fastest in the class on actual times behind a Griff and a Vixen - both exceptional drivers so came home happy enough. Left full chat at Lydden

The 5th championship round was at the La Vie en Bleu event and it was magic. Classic Marques managed to produce 28 entries which is another record. Very close competition with results split by 100ths as the weather was perfect and everyone was going for it. A few fell off to prove the point. The Mantis ran perfectly all weekend. I struggling as ever with its width / weight and gearing at a venue like Prescott but nevertheless it went well and made a cracking racket. Out of 28 entries it was 5th fastest on scratch times (behind a Griff, a Chimaera and 2 Vixens) and 11th after the handicaps got worked out, missing 10th by 1/100th of a second and

9th by 1/10th of a second. It's certainly a competitive championship.

Silverstone Stowe Circuit was next up and a great weekend at the MG Live festival hosted sprint. Fellow Mantis owner, Jonathan Harmer, was one of the organisers of MG Live and it was a super event. Without that there would be no sprint at Silverstone. 18 entries in Classic Marques and very close on results as usual. Mantis came in 6th fastest on actual times but got hammered back to 11th on handicap. However as the times were so tightly packed it ended up as one of the best for me in terms of points hauls so I came home happy. All day long I traded times with a Porsche 996 GT3 RS which was not in the CM championship but fun to play with. Best sound of the day though had to be a 570bhp supercharged Nissan 350Z. Like ripping silk in a toilet pan. Don't try it at home.

Prior to the event, my good chums at Redline had spotted a lower ratio diff that Doug Ellwood (formerly of David Gerald Sportscars) was selling so I now had a 3.73 instead of the 3.23 and it's much better for what I want. Still geared for over 197 mph in 5th though which would be very handy with another 300 bhp and salt lake to practice on... The Mantis ran perfectly all weekend and apart from a 360 degree spin after the finish line on one run, the driver behaved OK too.

A non-championship event and just for fun, the Marcos Revival at Prescott on August 8th was my first Marcos Owners Club event and a terrific weekend. 3 wide bodied cars competed and Doug Ellwood was uncatchable breaking 50 secs in the Mantis - Chevy - a good result and congrats to him. The weather was great and my Mantis (Ford) went well (2nd) but, for some reason, half a second slower than in May which was baffling and I can only think that the hot temps may have had some effect. Above exiting Orchard at Prescott.



Left wet Llandow...new nappy for the instructor please. A break for the summer came to a moist end in August when I took my 17-year-old son, Lloyd, to Llandow for his first test on a track. He had just passed his driving test in July and was 'used to' a 1.4 Litre Fiat Punto. It hammered with rain and even the awning failed to cope. Is this a good idea I thought to myself? Well no going back now as that would mean I had to admit to 'she who must be obeyed' that she had been right.

Those thinking that starting a competition career in a 300bhp rear drive V8 with no ABS, traction control or anything else is madness, over 40 laps with no spins or brake locks and a 1 min 1 sec best proved that 17 year olds rule these days. The bacon and egg finale in the Pit Stop Café went down a little better than usual...

Shelsley Walsh in September was set out as two separate one day events which were heavily over-subscribed so I only managed Saturday. Here we can see the folly of me only entering 9 events as it had now become 8 events for a series where the best 8 count. Practice was delayed by fog and the one and only practice run

was done in light fog which was not what I needed having had an 8 year gap since last competing at Shelsley in an F3 car). I predicted a 36 or 37 sec run based on a fumble factor to my previous cars and so it was. Run 1 got to 37.60 and I needed at least a 36 to grab any meaningful points. Red mist descended and while half a second up at the mid-point I clipped the left bank going at a fair old lick. A few fibreglass scuffs for the winter but otherwise all is well, but the run was effectively aborted. Car ran extremely well and managed 83mph into bottom Ess and 84 mph over the line which compares with 93mph at both points in the F3 car. The Mantis is not really the car for Shelsley but I love the place and will be back next year.

Castle Combe was my last event of the season. It lashed it down all day with rivers running across the track. Big respect to all the BPMC marshals who may have experienced things getting smaller and wrinklier as the day went on....

Should have taken the Hovercraft or maybe just driven round in my Jeep! Anyway best to be British about it and just bash on and 'enjoy' it. The Yokohama AD08Rs are pretty good wet weather tyres but at 10" wide at the back and at the end of their second season the water clearing ability was quite compromised so it made for some eye popping moments. Off the line, 1st and 2nd got used up in about 10 yards. But by the end of the day the Mantis managed a 109 sec to take a class win.

Young Lloyd right, at his first competitive event, brought the car home in one piece. He managed a 360 spin coming out of Camp onto the start finish straight on his second practice but got going again after rotovating the infield. I'm glad he did not try to 'catch it' with opposite lock or else it might have tank slapped left to the pit wall. Ended the day on a 121 second time.



The Mantis will be out again in 2016 with both Lloyd and I driving so it will get some (ab)use. It's in very good shape and running extremely well, using no fluids and seems to have all its horses. It needs a bit of fibreglass at the front (as is usual at the end of the season with me) and we will look into a lighter flywheel which won't affect the power or handicap but might make it more responsive. This year the CM championship is organising collective rolling road sessions at Northampton Motorsport which is helpful as we all need to provide power traces for the handicap.

Lloyd wants to focus on sprints rather than hill climbs and in reality the Mantis is much happier on the track so we will try to get to those but I'll still do Prescott and Shelsley and Gurston as they are such good venues.

Planned for this year: March 28th Croft, April 16th / 17th Gurston, April 23rd Goodwood, May 7th Lydden, May 28th Prescott (Le Vie en Bleu), July 23rd Castle Combe, Aug 21st Curborough, Sept 18th / 19th Shelsley, Sept 24th Goodwood, Oct 22nd Castle Combe, See you out and about *Jones the Speed*

Three Fabulous Circuits (2015)

Castle Coombe – 16th April (Old Farts – Dinner + Track Day), Anglesey 19th April – Coastal, Oulton Park GP 21st April

“Be sure to be at the Castle Inn (Castle Combe) mid-afternoon for tea on the terrace” – the Gloucester contingent said, loftily: Three hours later they appeared in dribs and drabs citing weddings, mechanicals and other implausible platitudes. Eventually we assembled with 3 Ultimas 1 GT40 and an MX5 on testosterone. John Laycock had organised the new traditional meal, upstairs at the inn, where we assembled after much banging of heads on the low ceilinged corridors and bedroom beams. The meal itself was fun packed and wine blessed, with merry jokes amongst the surly lads and lasses, northern jessies and a smattering of southerners.



After a filling breakfast the next day loomed into our consciousness then a quick, short trundle up to the circuit, now sporting a face lift of solar panels (mid circuit) and a three quarter length track re-surface, where the original bumps and hollows had been carefully preserved and neatly concealed by a new layer of tarmac.



Following the competent briefing/arm bending/noise testing, we were back in the paddock where we assembled with 4 or 5 GT40s (disappointing turnout), 3 Ultimas, a couple of Ferraris and the usual Porkies. Chris Darwin (the track day organiser) manages a tight ship and soon after the open pit lane lapping command, a couple of errant racers were blackballed (excuse the phrase madam)—the rest of the day proceeded to plan with out

major mishap however the most daunting part of the track (for me – after 20 years of visits) is not the dreaded quarry corner but the pit straight as I find it is very difficult to keep the right toe planted from entry , through the right hand kink , off camber then all the way up to avon rise (silly old duffer).

No serious offs or accidents occurred, as we were all accustomed to the circuit's little quirks by now; I suppose the highlight of the day was Chris Spencer's first outing in his day-glow green 'ant on fire' logoed MX5 – with supercharger – all acquired from a chap in Wales for under £3k – what a buy.

And he bought it home in tact! Chris decided not to bring the beast to the next two circuits as Chris Champion had the trailer! Under clear skies and clement weather it was

soon time to load our chariots and head back, leaving Chris Darwin's chosen charities much the better for our donations.

Off we all trundled in the excited knowledge that we would be off to Anglesey on the Saturday to sample Mrs Miggins' pies and assorted delights, not to mention refreshing Welsh ales.



The trip up to Anglesey is long (about 4 hour trailering) and boring for us Southerners but just a short hop for Northern Jessies. Eventually all the motley band made it to Mrs Miggins (Chris Champion, Chris Spencer, Tony Sighe, Graham Kinross, Ian Eccles and Chris Varey) where compulsory refuelling took place with aplomb.

After a sumptuous meal (tender Welsh rack of lamb) with suitable red wine, we adjourned to the bar – with the usual Welsh and visiting customers.

The highlight of the evening cantered on yours truly explaining in great detail the art of plucking sheep (Soays) at which point the Welsh customers instantly reverted to Welsh language and the octogenarian audience swiftly left for bed.

The track at Anglesey is always a challenge and Graham decided not to participate as it bit him last time out! The days tracking was a little spoiled by the sheer number of cars (80+ on such a small circuit) which often degenerated into a mobile traffic jam – however as the day wore on casualties occurred which left more room for the 'elderly' to practice our 'little ways'.



For those who have not tried the coastal circuit – instead of coming off the hill and round the “Melbourne Loop” then back to the pit straight – you come over the top then take a swift and steep left/right/left onto the pit straight. Lots of fun in small nimble Caterfields but a bit cumbersome in an Ultimate/GT40. Some ‘billy bad lads’ were censured for inappropriate driving standards and duly admonished.

As the weather was turning very cold and windy we decided to head back to Mrs Miggins at about 4pm with Graham/Ian going home, Chris and Chris trundling off to a colleague for the night and a dockyard visit the following day. Having just

had a hip replacement I decided against lengthy dashes up and down ladders so Tony and I had a leisurely breakfast then trundled off to Willington Hall for afternoon refreshments on the much modernised and up-marketed terrace (fish and chips in a wine basket – how pretentious).

Bills paid and bags packed we all assembled bright eyed and bushy tailed at Oulton Park circuit at 8am on Tuesday morning ready to attack the GP circuit on a sunny warm morning. Again the --- briefing was thorough and all were in rapt attention – after all it was a ‘full on’ open pit lane event where full respect was essential.

I had booked a garage being unsure of the weather but needn't have bothered as the weather was perfect. Chris Champion in his GT40 for the first time, Ian Eccles: very fast Ultima and Graham (ditto) and myself in the Spyder, all made full use of the conditions to don slicks and go for some serious lappery taking care not to collect some of the slower cars on the way round. The day was not without mishaps however as Tony had a problem with his rear end (tightened wishbones mounts seemed



to solve it) and Ian caught fire in the garage – quick thinking and a handy chap's towel solved the problem before it could cause any damage! Chris Champion suffered brake failure (brakes are for wimps anyway!) and I got lumbered with taking one of Tony's enormous relatives (25 stone if an ounce) for a spin – poor little car! – 43 stone on board !

Come 4pm we had all had about enough (must be getting old now) so we loaded up and after farewells, trundled off home on what turned out to be a trouble free and swift(ish) home run, dreaming of the next ‘once in a lifetime’ --- circuit outing-- French trip (Dijon, Magne Cours and Fonteney le Compt) much more later.

Chris Varey

BPMC Pin Badges



Now available; Delightful 20mm diameter BMC 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

Fancy a shirt with the club logo on? Pick your colour and size, state whether polo

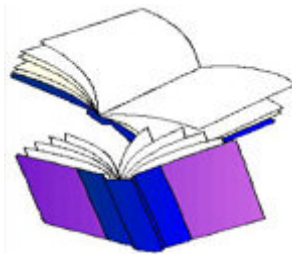
or sweatshirt and how many, then ring/email Alan Spencer with your order.
alanspencer@orange.net 01179 712587 (Alan is in the process of putting in a
new order at the end of September)
Poloshirts £6.50 each and sweatshirts £10 - a bargain!



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

We are having a new batch of club **car & windscreen stickers**
printed details of how to get yours next month.

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**

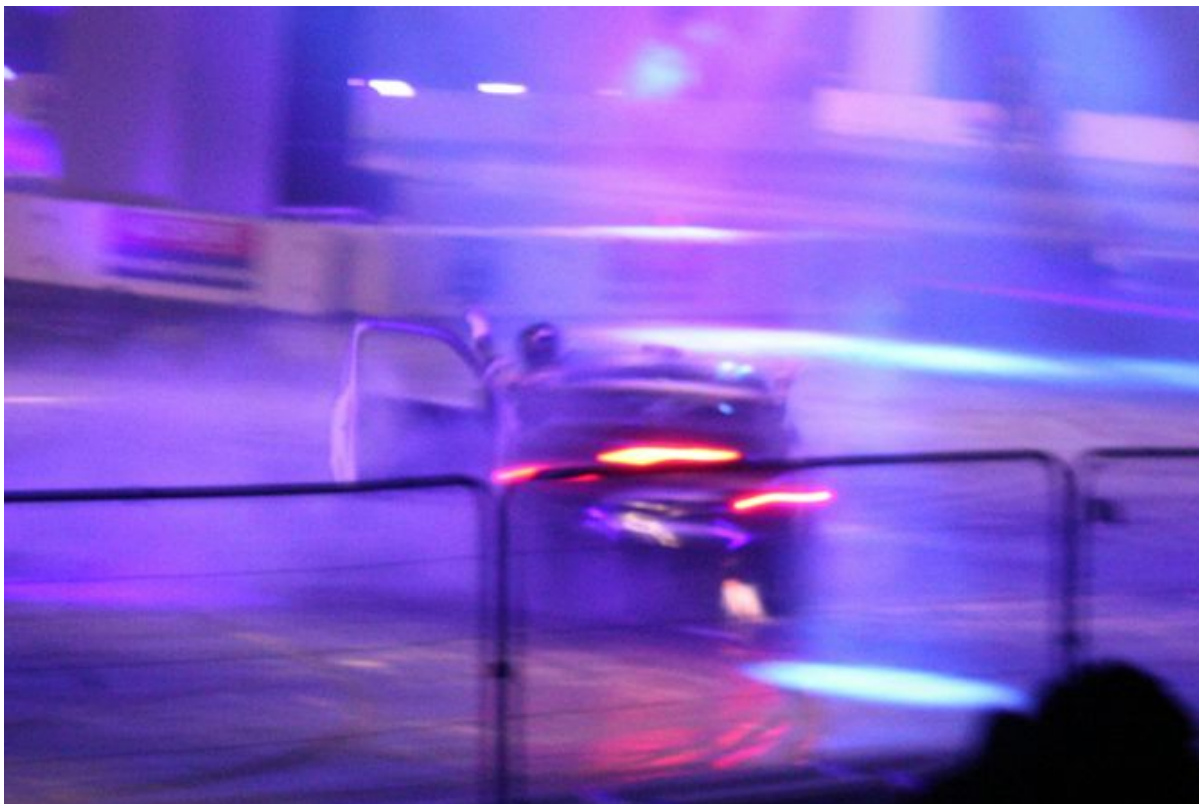
All commission to Wiltshire Air Ambulance

Remember When ?



1986 when Honda got all it's horses pulling in the same direction but Williams could not get it's drivers to do likewise.

Backfire



Petter Solberg trying to find a way out of the NEC Arena.

BPMC 2016 Events Calendar

Month	Day	Date	Event	Location
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Feb	Mon	8th	Club Night	BAWA 8pm
Feb	Fri	19th	Navigation Exercise	Wye Valley
Mar	Thu	10th	Morgan Factory Visit	10am Malvern Optional Scenic Drive back via Wales
Mar	Mon	14th	Club Night	BAWA 8pm
Apr	Sun	10th	Cross Trophy Trial	Dundry
Apr	Mon	11th	Club Night	BAWA 8pm
May	Sat	7th	Llandow Sprint	Llandow Circuit
May	Mon	16th	Treasure Hunt	TBC
Jun	Sun	5th	ACE Classic Tour	Provisional Date
Jun	Mon	13th	Bring Your Car Night	Provisional Date
Jul	Mon	11th	Evening Car Tour	TBC
Jul	Sat	16th	Frenchay Car Show	Frenchay Museum
Aug	Sun	14th	Sunday Treasure Hunt	TBC
Aug	Sat	20th	Track Day	Castle Combe
Sep	Sun	11th	Autosolo	Rolls-Royce
Sep	Mon	12th	Club Night	BAWA 8pm
Oct	Sat	1st	Castle Combe Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Oct	Mon	10th	Club Night	BAWA 8pm
Oct	Sat	22nd	Pegasus Sprint	Castle Combe
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

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](#)
- [No experience required](#)



Deadline for Next Backfire: 22nd February 2016

We are always looking for members' contributions on competitions, club matters and journeys.

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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

40th Anniversary Navigation Exercise

OS ref: 496 941.5

Discover Dick Craddy's Wales with BPMC

Bristol Pegasus Motor Club
Affordable motorsport at its best



Friday 19th February 2016

Members are invited to enter the 40th Anniversary Navigation Exercise that will be held on Friday 19th February when we will, once again, return to the river Wye area. It will be held over a challenging 28 mile route.

The signing on location will be at the car park behind Tintern Abbey located at map reference 162/534 001 on the A466.

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