

Backfire

Bristol Pegasus Motor Club Magazine



Winter Warmer : A beautiful Sunny day for the Llandow Sprint last May



February 2018

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Deadline for Next Backfire: 23rd January 2018

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



Chairman's Chat

By Andy Moss

Our first club night of the year is on Monday the 12th so please come and join us. This month we are planning a social as well as showing an excellent film. We already have a few speakers lined up for later in the year - keep an eye on Backfire and the website for more details.

After the club night our next event is our Navigation event which again crosses the Severn bridge - full details later in Backfire on the events page.

January is of course a quiet time for the club, but we had a very enjoyable Skittles evening at BAWA along with members of Tavern Motor Club and the Bristol Institute of Advanced motorists. Club members also attended an MSA training seminar in Newport. Organised by our governing body, the event was an opportunity for us to meet representatives of other motor clubs and to get an update on how we can continue to run safe competitive events in the future.

Planning is now well underway for 2018. We have had our first meeting for the Llandow Sprint, entry forms will be sent to past entrants at the end of February and will also be on the website. As always we need lots of help on the day - Saturday May 12th is the date for your diary. Work has also started on planning both our 2018 Car Tours - The ACE Tour on June the 4th and the Pegasus Tour in September. We are also finalising things with Castle Combe for both the Track Day and the Pegasus Sprint. Entries for the Track Day should open very soon. Finally an update on our Rolls-Royce Autosolo which we have decided to postpone until later in the year to allow more time to organise things with the venue, as well as avoiding a clash of dates for some of our normal organising team.

I am writing this having spent the day spectating on the Cotswold Clouds Trial. This is always an excellent event - it is good to get out and enjoy some winter motorsport, it was also nice to see a number of other club members out both competing and spectating. Unfortunately I did not get to enter this year, but hope to be out on some events later in the year.



Andy Moss

Editorial

Yikes it's approaching midnight and it is high time I finished editing Backfire if it is ever going to get out in time before our next meeting a week yesterday, 8pm on February 12th !

I am struggling to remember what happened over the last few weeks while fellow members were enjoying an inter club skittles match on Saturday January the 13th, which I gather we won by a small margin.

In the first week of the month I whizzed down to the edge of Exmoor and bought a used £20 drivers door for my trusty Golf. To save on the cost of a respray I checked in advance it was the right colour code, but it was only when I got back home that I noticed it had later colour coded trim and door handle...

While I was collecting the door I met a chap who had a fleet of interesting cars in his barn next door, these included an early MkII Golf GTi, an MX 5, Karmann Ghia, incredibly rusty FIAT 130 and his pride and joy a triple carb Mk II Jaguar with Brighton Speed Trial class winning provenance.

Mid month found myself in Faversham, Kent opposite a pub with several dilapidated BMC commercials, a pair of equally dilapidated 70's Lotus Elites and a reasonably trashed blue Austin Maxi 1750 HLS in the car park. The last of which I would have happily scooped up and thrown 'loads a money' and time at to bring it up to better than Leyland factory condition.

Since I have neither the money or anywhere to keep said vehicle, let alone means to transport it I did not and so contented myself with covering an area that included in no particular order Shrewsbury, Cambridge, London, Truro and Carmarthen for my employer.

As things stand I will be lucky if work commitments will allow me to make it to our two Treasure Hunts and ACE charity tour, but nothing can be taken for granted work wise so I will keep an open mind.

For those with the time there will be a screening of the new Williams documentary at our club night on Monday 12th and four days later on Friday 16th Dick Craddy will be running his navigation exercise from the Car Park at Wynd Cliff ref: 162 524 973 signing on starting at 19:00.

I shall be able to catch the film at some point in the future but I shall be sad at missing the Nav Ex having managed to take part in most over the last 5 years.

Wishing you all a safe months motoring.

Ralph Colmar



Events Calendar



Club Night Monday - 12th February - From 8pm

We have a more informal evening lined up for February, a chance for a drink and chat with a big screen viewing of the recently released Williams film.

The club night starts at 8pm, the bar will be open earlier, for an 8.15pm film start.

Navigation Exercise - Friday 16th February 2018

The February Navigation Exercise has become a traditional early new year event and for 2018 it will be held on Friday 16th February. Once again, we return to the area to the west of the River Wye which continues to provide a new, interesting but not too challenging 27.5 mile route.

You will need OS 1:50.000 maps numbers 162 and 171. Please arrive with clean maps if possible together with a torch in addition to your normal navigation equipment. There should be no need to leave your car during the event. The start location is the Car Park at Wynd Cliff ref: 162 524 973.

Route cards will be handed out at 7.25pm prior to the start time of 7.30pm.

Route cards for Beginners and Experienced crews will be available.

Entry is free and Severn 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 craddyrichard@gmail.com

Invitation

BPMC members are invited to join Bristol Motor Club for a Navigational Scatter on Friday 23rd February 2018 signing on at the lay-by on the A37 at Hursley Hill, OS Landranger reference ST617654 18:45 for 19:30 departure.

Entries and Details from :- The Secretary of the Meeting is Carlie Hart Tile Barn, Church Rd , Doynton Bristol, BS305SU. Telephone: 01179372611; email: carlie.hart@btinternet.com

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

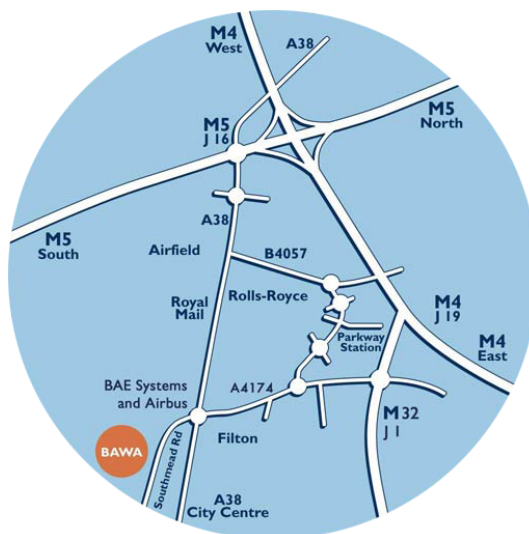
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



Note : Next BPMC meeting at BAWA is on Monday 12th of February. Meet from 8pm for an 8.15pm start.

Inter Club Skittles - BAWA Saturday 13th January.



A good time was had by all at our skittles match on Saturday January 13th.

Congratulations to the combined Pegasus/Tavern team who beat Bristol IAM by a small margin.

Around 40 attended and enjoyed the free food !

Many thanks to Pete Goodman for his efforts in organising.

It's an uphill struggle

Last knockings....

Of the 2017 season.

Blimey that came and went quickly. Must be getting old. The last two events were at Shelsley Walsh and the home round at Castle Combe with BPMC. Both favourites of mine.

Shelsley was a pleasant surprise. To get an entry for both Saturday and Sunday is not guaranteed due to its popularity. Classic Marques was out in force with 18 entries on Saturday and 12 on Sunday.

With a privileged position in shed #57 near the start line, despair was not far away when I realised that a large 50 something trying to limbo out of a wide Marcos in a stall built for an Austin 7 was going to cause much hilarity. And so it did. Nothing like looking a complete 'knurled one' in front of your mates...



Saturday saw a dry morning for practice. Nice to see Bernard and his son in the paddock. I recalled some nice memories of marshalling the last post (!) at Llandow with Bernard and Lloyd earlier in the year.

I was middle of the pack and wondering how to do substantially better than my previous 37.6 in the Mantis. I have done Shelsley many times in the last 17 years including a 29.50 in the Ralt which, at the time, had an over-fuelling problem

and was running 170bhp. Later fixed it was back up to 202bhp. So I figured a high 28 was probably where it would have landed. I knew my way up the hill but in the previous 2 years the Big Yellow Bruiser had not been on my side.

Come the afternoon, the skies darkened and the wind got up – outside as well. I did manage to get to 37.42 so at least a PB but it was not what I was after. I ended 8th out of the 18 class.

As a social occasion though it was top notch with much banter, followed by a CMSCC AGM. After 4 full years in operation and a lot of effort, it was pleasing to see the club had 69 members in 2017 (67 of which compete) and an average entry of 17.5 per event. That's pretty good going. It's also time for me to step down from the Treasurer role and let some other poor bugger enjoy the opportunity for a bit!



Lloyd returned home and Owen and I schlepped off to a (slightly dodgy) hotel near Stourport ready for an early Sunday start.

It was indeed Sunday and it was early. The sun came out, went back in and then it really got warm in the afternoon. I had the feeling that most of the cars in the class were at their best in the morning – cool air with a bone dry track is not an oft found combination but it's a good one.

I was down to 37.22 by the end of practice but of course the other 11 were also improving. The afternoon saw a couple of 'eyes shut' runs attempting to get into the 36s.

You would imagine that the Mantis would do that easily but it's not really a Shelsley car due to its width and weight. A real hoot to pilot up the hill though and the last run was speed trapped at 91mph braking into bottom Ess, so the Soup Dragon certainly got hooked up nicely. T1 was 37.05 and then, agonisingly, T2 got to 37.03, enough for 5th place and a good haul of points. But not the 36 that I wanted and a few choice expletives were muttered in the helmet as I passed the timing board over the finish line. Hey ho.



Back at the ranch after Shelsley, the early part of sorting things out was based around discovering all the sheep poo from the trailer field. It's amazing how far it spreads around the trailer and even into the car. And the porch, hall, stairs. You get the picture.

And so to Castle Combe. Let's just cut to the chase shall we? I didn't quite go according to plan. THE PLAN was for me to drive with a modicum of circumspection, collect a measly 18.9 points in the CMSCC championship and move from 3rd to 2nd in class for the season. That should have been easy enough as I have an average score on the mid 22's.

So what went wrong? Well it's easy to see after the fact. Raw enthusiasm, lack of time and opportunity and a general density between the ears means you don't always see it coming.

That Mantis has been brilliant for 4 years but the last couple of track rounds have been decidedly hairy. Blyton was all over the place. I had one huge spin and Lloyd



had 3. I am not known for spinning so it was a bit of a wake-up call. Which did not wake me up.

Shelsley was no problem, low speed Esses and the full on power of the left handers were fine. But Castle Combe was back in Blyton territory and then some.

The issue was mainly nervousness under braking. We had taken the huge rear wing off the previous year as it was certainly causing too much drag at places like Goodwood. With the small Gurney it was 'lively' but in a good way.

I suspect that the sticky tarmac and big loads at Silverstone Stowe (before Blyton) might have been the last gasp for some fading rear bushes and perhaps a loss of rear wheel control (camber and toe). I can now see it in some photos. Together with the lower downforce it was a bad recipe.

So the Combe – dark, cold and windy at 7am but unexpectedly bright for many hours after that. A great 20 entry turnout for the CMSCC with about 2/3rds running in the CMSCC class. As always it was very competitive.



P1 for me was a spin at Bobbies chicane. On the brakes as usual and the turn was not possible with the light rear and round it went, nice and neatly on its own axis. So a dreadful 108 secs. Lloyd was on a 92, so 2 secs better than his best last year in the sunshine. But he came back quite perturbed at the handling over Avon Rise. *'That things trying to kill me'* was his prophetic statement.

What did we do? Softened off the rear dampers a touch and bashed on. I made P2 stick and did an 89.43 which is 0.5 secs slower than my best last year. So the car had a bit of pace, it was just very unpleasant. That put me 5th in the 20 CMSCC class.

Lloyd's P2 went awry at Avon Rise as he touched the brakes on the way in and it snapped viciously to the right. A broadside, perpendicular slide, onto the grass heading for the outer barriers was saved with a well-timed release of brakes and front wheels pointing the right way. He missed the barriers and ended up back in the right direction. A proper save.

"My word...that looks awfully like the outer barrier to me..." (Jones Jnr at Avon Rise)



A Chili and chips with 2 of Mrs J's cousins who had come along to watch (and loved the event) was a nice break and

then it was back to business. With the weather about to turn, everyone was a little tense hoping to get out before it. Mark Everett's horrible off before Tower in the newly acquired Griffith 500 caused a long delay and much damage to said Griff. We all felt for him especially as he had driven it there. I later unhitched the trailer from the Jeep and towed the Griff to the scrutineering shed for safe keeping overnight. That's going to be a very big rebuild. And it comes after his son totalled the Chimaera at Prescott back in June. I had the uneasy sense that Lloyd and I were teetering on a similar cliff edge.

Lloyd had been out for his T1 and got into the 91s, so he was still improving. But he had deliberately compromised to make sure he got round in one piece.

His 'older and wiser' father is indeed older, but apparently not wiser. Still a complete buffoon who just wants to go like hell everywhere, my T1 was a disaster after all that waiting. I was too wound up and missed my braking point into Bobbies. Yes twice in the same place. In fact the issue was that, with the rear of the car as it was, the braking point needed to come well forward from where it had been on previous visits to the Combe but I couldn't get it into my thick head. So down the slip road, a nice amble across the grass and a tour back with no T1 time and the weather coming. Oh for goodness sake.

At that point and after all the towing and things, Lloyd and I were ready to pack up as everyone had a dry time, Lloyd was not going to go faster and a damp T2 would not really get me anywhere.



Then I noticed that it was not really raining. A rush of blood to the head later and I was down in the start line queue being chastened by Owen in his paddock marshal capacity. *'Why are you going out? You are not going to get a decent result on this surface. Too much risk. Just pack it away...'*

I've always been a great listener. 'And they're off!' Easy does it, running at perhaps a touch over 95% pace, a little slippery through Quarry but really not bad at all. A good run down Hammerdown, fumbled gear change into Tower but no time lost, safely through Bobbies (whey hey!) and hard down Westway. Not a bad lap. Not

going to beat the morning's time but maybe a 92 or 93 and easily enough for the 18.9 points.

And then I hit the brakes approaching Camp. Like an ice rink. Right front locked, released a bit, tried to guide it but was carrying too much pace. Bugger, round comes the rear (oh not again!), a full 360 with the brakes on trying scrub speed and

looking round to see if I could find a spot to release the brakes and save it. But no, onto the outer grass and I was a passenger. Whoops, left front corner into the tyre barrier. The impact was fairly gentle but on wet grass it was not coming back out without a fight, or rather, a 4WD pickup.

Young Nicholarse noticed that the left front wheel was not connected to the steering (!) so proceeded to walk alongside me and routinely gave the wheel a kick to steer it while I did the right with the steering wheel. We made it back to the pit area.



Dear me. Thanks to all the Marshals and the CC Rescue team for their help and patience with an old buffoon. And to David Garnet for helping us load the car into the trailer – more wheel kicking required!

The damage was not that bad – cracked and gouged bonnet and a track rod.



Track rod sorted and bonnet away for painting. Ready for more action...

With that, it was a visit to the medical centre (I ran there!), a stern talking to from a very nice and extremely professional Doctor and off we went to report back to THE BOSS. Oh dear. I think she might have been more cross that we were late for the evening meal than about the damage as she really has no interest in the Marcos. But there you go.

The Mantis now looks better than it has for the last two years, track rod on, paint done (we took the opportunity to tidy up a bit more of it), rear bushes renewed (yes – they were

the problem) and its looking so nice I started to weaken on my resolve to sell it. Oh the agony. Watch this column...

We will be back for the 2018 season (hopefully) racing the Marcos 1800 and hill climbing the Abarth 1000TC. Sounds too busy doesn't it? Here we go again. Yours chastened but still full of competitive spirit. And probably no wiser.

Jones the Speed

2018 Cotswold Clouds Classic Trial By Andy Moss



2018 Cotswold Clouds Classic Trial By Andy Moss



FORD WORDSEARCH COMPETITION

Find the words associated with FORD in the grid below. List them and then see how many times you can find the KA – there, that's given you two to start with.

K	C	I	S	S	A	L	C	W	B	E	G
P	Z	R	A	L	U	P	O	P	K	R	H
R	S	E	K	K	T	O	U	K	A	K	I
O	I	S	P	N	E	R	G	N	K	K	A
B	E	C	U	H	R	C	A	I	D	O	Z
E	R	O	M	K	Y	D	R	N	T	J	N
O	R	R	A	K	A	R	W	L	S	X	I
E	A	T	S	E	I	F	E	K	P	I	B
D	I	R	P	A	C	D	Z	O	D	Y	T
N	P	I	N	T	O	Y	R	N	E	H	S
O	K	K	A	M	A	I	L	G	N	A	U
M	A	H	N	E	G	A	D	F	O	R	D

Answers in next month's issue.

Gwyneth Wright

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.

ACE Classic Tour 2017 - Thank You

We have received the letter below from Diabetes UK thanking us for the funds raised by the ACE Classic Tour in 2017. Thanks to all who helped make the event a success by entering or helping.

DiABETES UK
KNOW DIABETES. FIGHT DIABETES.

T Joiner

Diabetes UK South East
Blenheim House
1 Blenheim Road
Epsom KT19 9AP

Tel 01372 720148

Email south.east@diabetes.org.uk

Website www.diabetes.org.uk

13/12/2017

Dear Tony

We just wanted to say a huge thank you and tell you how amazing we think you are for raising £1,250.00 by taking part and arranging a Classic Car Tour with the Pegasus Motor Group.

Please accept this letter as the official receipt of your donation.

The money you've raised is so important because right now, there are 4 million people in the UK diagnosed with diabetes. In the South West alone it is estimated that over 360,000 people are living with diabetes.

We are the leading UK charity that cares for, connects with and campaigns alongside people with and at risk of diabetes. But we can't do that without people like you.

The money you've raised means people with diabetes can keep getting the information, advice and support they need, we can keep campaigning for better care, and our scientists can keep finding new ways to treat diabetes, prevent it and one day cure it.

We hope you'll pass on our thanks to everyone who helped you raise the money because without them, and you, none of our work would be possible.

We promise to put your money to the best possible use. If you would like to find out more about our work, or other great fundraising ideas, we would love to hear from you. You can contact your local office on the number above.

Thank you for helping to change the lives of people with diabetes.

Yours sincerely,



Emma Shand
On behalf of Community Fundraising

Your
£1250
is helping to
change lives.

As many of you will know our club was formed by employees at the Bristol Aeroplane Company. The story below tells the history of the men who created that company. The article was compiled by Michael Thatcher of the Bristol Owners Heritage Trust who has kindly given his permission for us to reprint it in Backfire. Part 1 tells the story of founder George White.

George White

1st Baronet (1854-1916)



Born in Bristol, George White was the second son of Henry, a painter and decorator and Eliza, a lady's maid. He had a minimal education and at 15 became the office boy to John Stanley, Bristol's principal commercial lawyer. However, by the age of 16 he was in charge of the firm's bankruptcy department where he taught himself how to run a business by analysing other people's commercial mistakes. At 19 he formed Bristol Tramways, taking over the failed, City run, horse tramway.



The Bristol Tramway Company's first tram, photographed in Maudlin Street in 1875. George White, aged 19, organised the syndicate which formed the Tramway Company and was appointed its first Company Secretary.

In his early 20's he set up his own stockbroking office specialising in transport shares, becoming involved in many practical tramway schemes notably in Bath and Gloucester, liquidating and turning round or merging failing tramways and railways. He was a perfectionist. He employed good engineers and insisted on high standards. In 1895 with engineer James Clifton Robinson he opened the first electric trams in Bristol, then in London.

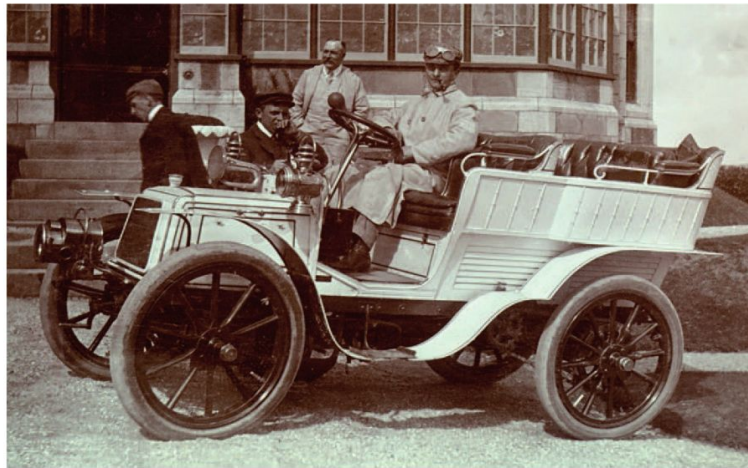


The inauguration of Britain's first conventional electric tramway service, Old Market, Bristol, October 1895. George White, in a top hat, stands on the upper deck of the first tram.



The launch of London's first conventional electric trams: George White's "London United Electric Tramways". The magnificent Central Power House and Car Sheds that he built still stand in Chiswick.

In 1903, George purchased a four cylinder Panhard for his son and by 1904, based on this experience, he introduced this new method of propulsion experimentally to Bristol's streets in the form of motor buses. These proved so successful that in May 1908, he took the decision to enter industry and to build motor vehicles himself.



G. Stanley White at the wheel of his new Panhard et Levassor. It was a 21st birthday present from his father, who stands behind it. On the introduction of number-plates, it became "AE 10". It can be argued that it is the ultimate ancestor of the Bristol Car. It remains in running order.



Examples of "Bristol" powered C 40 and C45s, the first complete vehicles to be built by the Bristol Tramway and Carriage Company at Filton. Within four years, the factory was turned over to aircraft production. Bus and lorry manufacture was moved to Brislington.

Inevitably, his innovative mind turned to aviation, probably as early as 1904, on seeing a report on the Wright Brothers flight. He also visited Paris frequently where flying was commonplace. By 1908, Bristol Tramways engineer George Challenger, reported: "In Paris, one feels the beating pulse of a new era. It causes no surprise if, on looking up, one sees a 'dirigeable' performing graceful evolutions; picture postcards of all the aeroplanes command a ready sale; aeroplanes in flight form one of the chief advertisements for many of the cinematograph entertainments. The humble enthusiast is not regarded as an 'amiable lunatic' in France". Challenger subsequently designed the first successful Bristol aeroplane. While in Paris, Challenger witnessed a demonstration by Wilbur Wright and four months later George White travelled to Pau on the Spanish border to see the Wright brothers flying again.

Five more months were then set aside for careful planning and it was only when George White was certain that nothing had been left to chance, that he made his famous announcement to the Shareholders of the Bristol Tramway and Carriage Company on February 19th 1910.

"I may tell you that for some time past my brother and I have been directing our attention to the subject of aviation, which is one hardly yet ripe for practical indication by such a company as the Bristol Tramways Company, but yet seems to offer promise of development at no distant date; so much so that we have determined personally to take the risks and expense of the endeavour to develop the science from the spectacular and commercial or manufacturing point of view.

If, as we believe, we can make our headquarters close to Bristol we shall give our own city a prominent place in the movement nationally, and secure for the Tramways company a very important source of new traffic, as we shall take care that the centre of attraction is located upon the system, and it is obvious that the public interest in the subject will attract enormous crowds from the whole West of England to witness the numerous demonstrations that will take place.

Incidentally, I may say that we have already on order several aeroplanes of the best designs hitherto produced with the intention to develop a British industry and make Bristol its headquarters."

The impact of this speech was and is so great, that it is easy to overlook the two single most important points that it made. The first is that in his speech George White did not say that he merely intended to build aeroplanes. It was his intention, he said, to found a new British industry. In this he was quite different to the other British pioneers, whose ambition was either to build single aircraft in which they could fly themselves, or to build small batches to commission.

The second vital point that he made was that Bristol was to be the centre of this new venture. George White owed everything he had to Bristol. He had been born there, educated there and first employed there. His offices were in the heart of the old city

and he saw himself as a Bristolian through and through. Bristol in return, saw him as a hero. In business he achieved the kind of successes generally only associated with the City of London and the Bristol press embroidered and enlarged his ventures on a daily basis, to make them read as tales of daring-do. And he was generous.

Philanthropy of all kinds came naturally to him. As early as 1880 he was being publicly praised for it, and it increased exponentially year by year, culminating in 1904, when he became President of the Bristol Royal Infirmary. First he saved the hospital from certain bankruptcy and then more than doubled it in size, largely at his own expense.

Although the 'Bristol' name had been displayed on his trams, buses and lorries for many years, he faced opposition from the Board of Trade to the use of it on his aircraft. It was feared that 'flying machines' would heap ridicule on Bristol's ancient name! This attitude only changed after Bristol aircraft had proven their worth in WWI.

Sir George died in 1916, but his son G. Stanley White had been Managing Director of the Aeroplane Company since 1911. By this time, the aviation works was reported to be breathtaking in its planning, construction, and 'all those conditions which go to turn out the best quality work'.



The "Bristol" aeroplane factory in February 1911. A monoplane, designed by George Challenger and Archibald Low is under construction in the foreground. "Bristol" Boxkite biplanes are under construction in the middle ground. A complete Military Boxkite with extended upper wings, awaits its pilot's seat and engine in the far corner.

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.

BPMC polo or sweatshirts

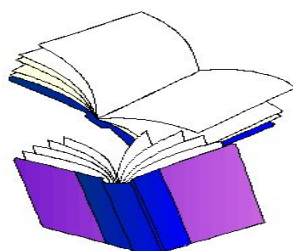
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



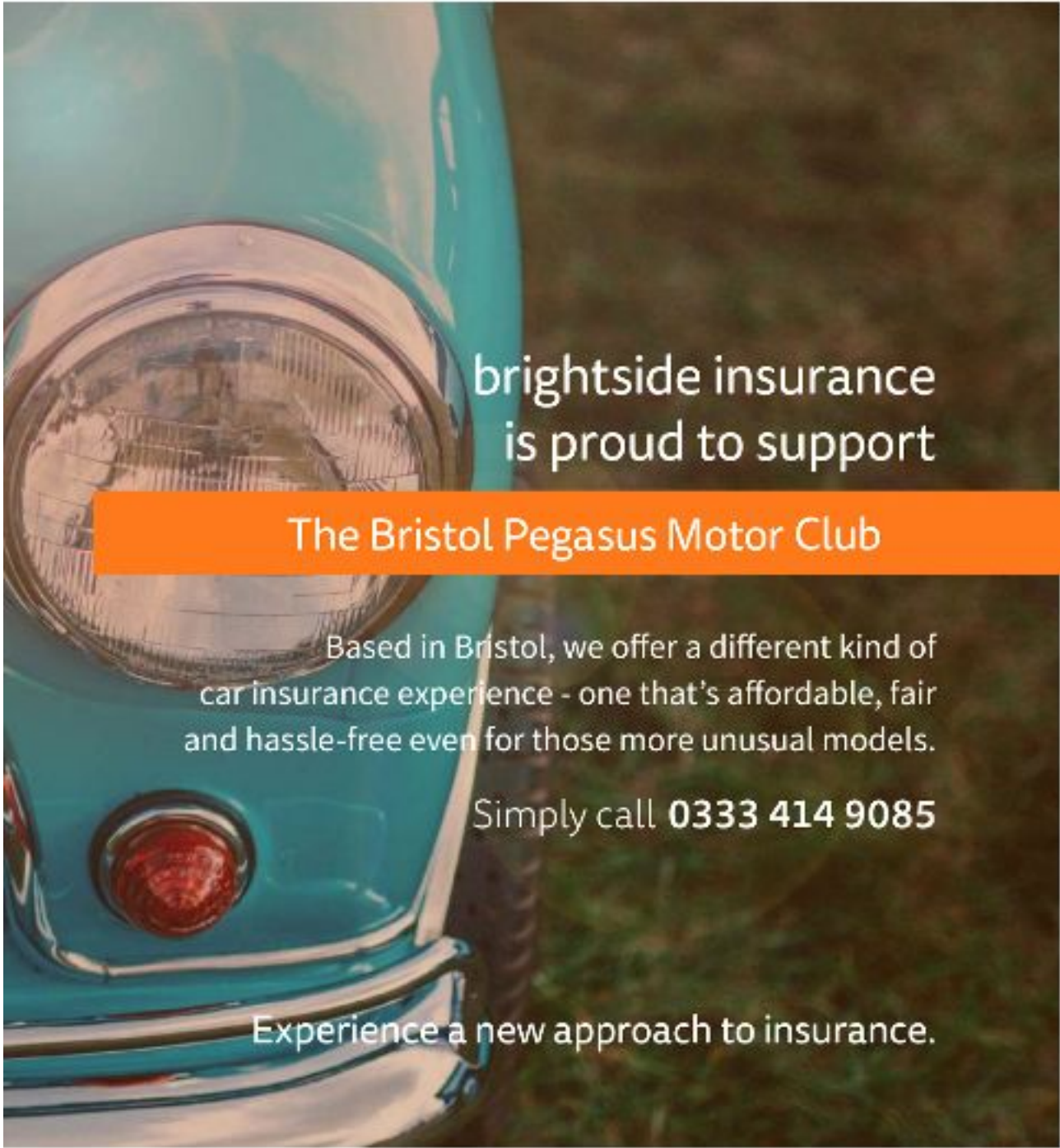
Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.

PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**



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We also cover England and Wales (V04037811). Registered office: Brightside Park, Severn Bridge, Red, Bristol, BS50 4BE.

BPMC 2018 Events Calendar

Date	Event	Location
Mon 12th Feb	Club Night	BAWA 8pm
Fri 16th Feb	Navigation Exercise	Wye Valley
Mon 12th Mar	Talk: Graham Robson/Brian Culcheth	BAWA 8pm
Sun 18th Mar	Spring Autosolo - Event Postponed	Rolls-Royce
Mon 9th Apr	Club Night	BAWA 8pm
Sun 29th Apr	Cross Trophy Trial	Dundry
Mon 21st May	Treasure Hunt	
Sat 12th May	Llandow Sprint	Llandow Circuit
Sun 4th Jun	ACE Classic Tour	
Mon 12th Jun	Bring Your Car Night	
Mon 10th Jul	Evening Car Tour	
Sun 13th Aug	Sunday Treasure Hunt	
Sat 18th Aug	Pegasus Track Day	Castle Combe Circuit
Mon 27th Aug	Wessex Sprint	Provisional Event
Mon 10th Sep	Club Night	BAWA 8pm
Sun 23rd Sep	Pegasus Charity Classic Car Run	
Mon 8th Oct	Club Night	BAWA 8pm
Sat 20th Oct	Pegasus Sprint	Castle Combe Circuit
Mon 12th Nov	Club Night	BAWA 8pm
Mon 10th Dec	AGM Buffet & Prizegiving	BAWA 8pm

Dont Miss Dick Craddy's Nav Ex



Navigation Exercise Friday 16th February 2018 meet at 19:00 for 19:25 start in the Car Park at Wynd Cliff ref: 162 524 973