

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Barry Pavey and Alex Anderson Ford Escort  
closing run of the 2017 Aust Autosolo**



**January 2018**

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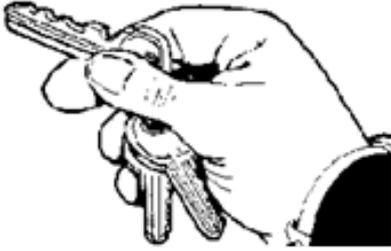
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## Chairman's Chat

By Andy Moss

As always part of the Chairman's job at the AGM is to review the club activities, and I was pleased that I could report on a very full and rewarding year of events. Let's hope that 2018 brings as much success and enjoyment for all club members. We have another full year of club activities – as well as events that have proved popular in the past, we hope to add a few new activities.

Among the many trophies awarded on the AGM night were a couple of special awards. The Kieron Winter Trophy this year was awarded to Ralph Colmar and the Committee Rose Bowl went to Matt Johnson.

Our final 2017 event was certainly a great way to end the year. Bob Bull arranged access to part of the Aust Service area which is now an office complex for Brightside Insurance, who kindly supported our event again this year. The post-Christmas event proved popular once more and we again had a full entry. Everyone seemed to enjoy themselves despite the odd heavy downpour - Well done to all involved in running the event, especially those who kept things going in the rain. Once the event was over we took the equipment we used back to our new club store - many thanks to Pete Goodman for tracking down an excellent facility for us.

Looking forward, planning is already underway for the Sprints at Llandow in May and Castle Combe in October. The circuits have confirmed our dates and we have started booking the other essential items we need to make these events happen, Timekeepers, Medical Cover, Rescue Units and Scrutineers are all things that need to be sorted out early. We have also been speaking to the various championships which come along to our events and it is pleasing that most are returning again in 2018.

For the sprinters amongst you, we also have a large number of invites to other events, both individually as a club and through our membership of the regional associations. There are also plenty of opportunities to marshal both at our own events as well as some of the other local events, and of course getting involved in running the events is also a lot of fun and gives a real sense of achievement on the day. Let me know if you want to get more involved – there are always opportunities to shadow current members of the organising team, so even if you have not done this sort of thing before it is easy to get started.

As well as the sprint dates we are fortunate to have our own dedicated summer Saturday Track Day at Castle Combe – this is something that is unique to us, we are very lucky to have a Saturday date and even luckier to have been able to enjoy the activity for over 30 years. Why not add the 18th of August to your diary !

As well as the major events, we have a good social calendar lined up again next year. We will have the normal mix of club nights, speakers and car meets, and we

are lining up some really attractive club trips. A couple of local ones will include the new Aerospace Bristol Museum and a visit to Rolls-Royce Heritage Trust for our summer bring your car night.

For those wanting low cost competition in their ordinary road car, we will again be running our Production Car Trial and two Autosolo's, as well as our Navigation Event which is great fun for those driving and reading the maps. In the summer months we will have Treasure Hunts, and an evening Tour as well as two Sunday car tours, which are always a good day out.

Whatever your interest is, if it involves cars we should have plenty for you to enjoy in 2018! Make sure you keep an eye on the club magazine, which will again be published every month, as well as the internet for updates on an even more regular basis.

Finally, if all the above was not enough, all renewing members will get a £10 voucher which they can use as payment towards a club event during the year – in this way you can get your full membership fee back if you opt for the already low priced online membership, adding a printed magazine in the post each month adds just £5 to the cost – less than the price of a second class stamp each month! For those with friends who have not yet joined the club we have an offer for them as well – when they sign up for 2018 they can get their first year membership for free, they simply need to tell us they are a new member and we will waive the first year fee – they won't get the money off voucher that renewing members receive, but that is something for them to benefit from when they renew in 2019!

Happy new year and make sure we see you at an event in 2018 !



Chairman Andy Moss in MX5 at Aust Solo

## Editorial

In the rush up to the season of goodwill the AGM bore an unexpected Trophy for yours truly in the form of Kieron Winter Memorial Trophy for services rendered, I can't thank those responsible for nominating me enough, it has been an honour and privilege to enjoy so much of my free time engaging in club activities since I first came along to a club track day at Castle Combe in 2010.

Twixt the main festivities thanks in no small part to Bob Bull and his contact at Brightside we were able to convene in the Brightside Car Park at Aust Services for our popular New Years Eve Autosolo and Autotest.

As in previous years there was a full entry and there was no shortage of marshalls to help out, since the tyres on my Golf are in the 7-6bmm tread range I opted for a day's marshalling and enjoyed the day in the company of Pete Goodman who told me about some of the now classics he owned in the past.

Congratulations to class winners Alan Spencer, Mark Hoppe, Jeff Benstock and over all winner Simon Kellaway.

Unfortunately I will be on the other side of the country on January 13th so I will not be able to make it to our first event of the year the inter club skittles at BAWA, if last years event is anything to go by a good time will be had by all.

Our next club meeting will follow at BAWA on Monday February 12th full details will be in next month's Backfire, four days later Dick Craddy's Navigation exercise will be held on Friday 16th February details are in this month's Backfire.

My thanks to Dick, Andy Moss, Phil 'The Speed' Jones and Bob Bull for their contributions to this month's issue.

Wishing you all a safe years motoring.



Ralph Colmar

# Events Calendar



## Inter Club Skittles BAWA - Saturday 13th January

All members and guests welcome to our inter club get together for a skittles match with Tavern Motor Club and Bristol IAM - Free food provided.

## 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](mailto:craddyrichard@gmail.com)

### **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](mailto:backfire@bristolpegasus.com)

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

## Club Night Venue

Our regular venue is -

**BAWA Leisure Centre**

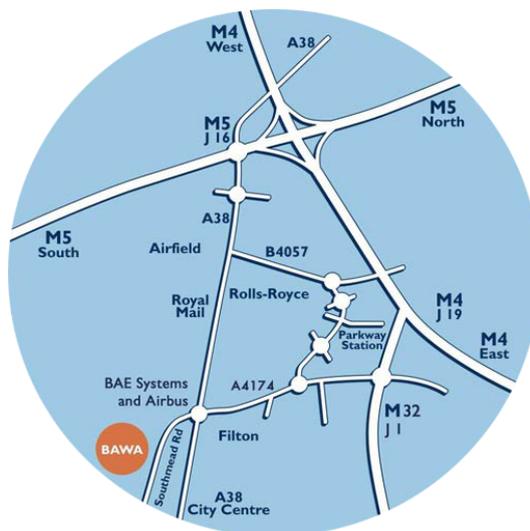
**589 Southmead Road, Filton, Bristol, BS34 7RG**



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.**

# AGM Presentations by Dick Craddy



Tony Joiner presents ACE Tour cheque



Alan Spencer



Ben Bishop



Philip Turner



Martin Emsley



Tim Murray, Alan Spencer and Nick Wood



Andy Moss

## Brightside AutoSolo and Production Car Autotest

Firstly a big thanks to those who marshalled in the rain, this event couldn't take place without you. A Special thanks to the Thompson family who between them marshalled, drove and provided the kit delivery. Also Ralph Colmar for gate duty and marshalling, Jeremy Irwin scrutineer and results assistant, Pete Goodman, Martin Emsley Clerk of the course and Nick Wood as well. And anyone else I haven't mentioned

Starting with an apology the Aust Junction is now No 1 on the M48, for those of us who used the Aust Ferry, way back in time, we were still getting used to the Junction 22 on the M4!

I hope all the competitors enjoyed what has become our End of Year event. Please put December 30 2018 in your calendar as a provisional date for the next one.



Did he miss the cone?

These are the **awards** results, Full results will be published later this Month.

Production Car AutoTest		AutoSolo	
1 <sup>st</sup> Overall	David Fooks	1 <sup>st</sup> Overall	Simon Kellaway
1 <sup>st</sup> Class A	Shawn Franlin	1 <sup>st</sup> Class A	Alan Spencer
1 <sup>st</sup> Class B	David Fooks	1 <sup>st</sup> Class B	Craig Hayward
1 <sup>st</sup> Class C	Sam Thompson	1 <sup>st</sup> Class C	Simon Kellaway
Class D	No Entry	1 <sup>st</sup> Class D	Alexander Smith
		2 <sup>nd</sup> Class D	Shaun West

Yes, I think he did.

# Brightside AutoSolo and Production Car Autotest



Ford Fiesta ST



Skoda Estelle



Proton Satria GTi



MX5



Subaru Impreza



Ford Escort Mk II



Subaru Impreza



MX5

# Brightside AutoSolo Autotest Class Winners



Martin Emsley's Briefing



Rich Welsh FIAT Panda



Sam Thompson Saab 93



Steve Connor Toyota Yaris



Alan Spencer Ford Puma



Mark Hoppe Ford Ka



Jeff Benstock Subaru Impreza



Simon Kellaway Subaru Impreza

## Hybrid and Electric Cars – MSA Accident procedures

The RAC Motor Sports Association has recently issued comprehensive safety guidelines for Hillclimb and Sprint organisers, rescue personnel and marshals when dealing with the consequences of a hybrid or 100% electric car (essentially production cars) using high density lithium batteries which have been involved in a competitive accident.

Firstly, it should be remembered that the integrity of these production vehicles is of a high order, having been designed and rigorously tested to achieve not only the required structural integrity of a modern vehicle, including the installation protection requirements for the batteries, but also the safety of batteries structures in the case of significant impact. It should also be remembered that modern battery systems incorporate many control and fail-safe systems to monitor and control discharge and safe shut down in the event of damage having been incurred.

That said the potential key accident hazards presented to track side personnel are 1) high voltages, (300 volts DC converted to AC) and 2) fire caused by exothermic battery heat which cannot be dealt with by dry powder fire extinguishers.

To be properly prepared to deal with such incidents the MSA advises that following should be in place at the trackside:

- First on scene personnel should be equipped with Personal Protective Equipment (clothing, gloves and face shield), trained in its use. They should not wear any jewellery or metal items.
- Personnel to have received manufacturers training regarding the procedures required when dealing with these vehicles (and preferably knowledge of those vehicles specific to/entered in the event).
- Fire fighting measures to deal with battery fires being typically 40,000 litres of water (or more) to ensure proper cooling of the batteries over a long period.
- Appropriate recovery vehicles complying with manufacturers guidelines noting that the towing of hybrid or 100% electric vehicles involved in an impact is not permitted.
- For multiple incidents the above should be provided for each incident as required.

In the event of an accident:

- Rescue and marshal personnel should wear the Personal Protective Equipment/Clothing
- Approach the vehicle with care, not touching the vehicle and noting if the ground is wet.
- If the driver is responsive instruct him to turn off the vehicle systems.
- If the driver is not responsive, and in need of assistance, isolate the vehicle, both high voltage and 12 volt supplies separately, using a gloved hand.
- Confirm that the vehicle is safe by reference to the vehicle 'system status display' Reference to the vehicle manufacturers manual is advised.
- Do not touch the car until you are satisfied it is safe.

- Be vigilant about fluid leaks (hybrids use petrol) and unusual noises.
- Remember that touching metal crash barriers could be the 'live'.
- Scrutineers to be specifically trained.

The above is, of course, very prudent advice but it should be remembered that an impact in competition need not be any more or less significant than one resulting from a road traffic accident.

It should also be remembered that modern production cars that incorporate electric propulsion are designed with the highest levels safety integrity.

This prompts the question: 'why has the MSA has not simply banned such cars from speed events?' especially given that an organiser cannot accept an entry without having gained prior agreement of the MSA and the above-mentioned requirements should (but not confirmed) be a stipulation on any Track Licence. The Goodwood Festival of Speed is, no doubt, influential in that decision given that these cars are likely to be demonstrated there.

However, given the foregoing how would you react if you were either involved in a road accident or happened upon a severely damaged hybrid or 100% electric vehicle? Not forgetting that civilian Rescue Services will have been specifically trained and equipped to deal; with such incidents. Answers on a post card please!

by Dick Craddy



The one off 3 ton 1900 Lohner-Porsche "Semper Vivus" (Ever Living) model employs two 25hp front electric hub motors that are powered by batteries and two de Dion Bouton petrol motors each connected to generators which can be used to power the electric hub motors direct and charge the batteries.

# It's an uphill struggle

## 3 wheels on my wagon....

I have been going to the Goodwood Revival since 2011. I guess I was a late adopter but Lloyd and I screamed our way up there in our little Fiat 850 Sport Coupe and loved it. Yes it was under geared, yes we had several 'moments' with duff charging and ignition but it's all about Classic motoring isn't it?

I remember thinking at the time that it was just as well that we had not brought the Lambo Espada as it was quite wet at times and it might have dissolved expensively in the field. The Fiat was also going to dissolve, but less expensively. The following year, when young Owen joined us in the little Fiat, we had more electrical fun and a grumbly front wheel bearing but both got fixed easily enough upon return. Seeing it at the Shell station in Emsworth, opposite side of the pumps to an Alfa Bertie 1600 coupe, was magic. Even though it was only 903cc, it sat on lowered Abarth suspension and 7" Campagnolos and looked the business.



Our 'next door neighbours' on one side in the Pre 1972 field were a nice couple in a Derby Bentley. No matter that we were in a lowly Fiat, there was 'good Karma'. So much so that the lady never made it into the circuit and went instead for a glass or two of the old fruit sauce and a lie down on a blanket between the two cars all day. Each to her own I suppose.

Fast forward to 2017 and it was all about logistics. Of the 'Ian' / Fiat 500 variety. How I got myself into this pickle I will never know, Ian had heard me drone on about the Revival so when a Fiat 500 Club notice came out promoting display freebie ticket packages he was all over it like ketchup on a crisp white shirt.

Mrs Morgan was not interested but he managed to persuade her that it was 'the right thing to do'. So in late July I ended up trailering his Fiat 500 to MBG for a good check over. It had been 'stopping' when warm and while we reckoned we had sort of fixed it (the vent flap to the air cooled cylinders was sticking shut), the thought of him at the side of the A34 spurred us on to a second check at MBG. Just as well as it turned out as there was also some ignition tom foolery involved.

Tony had heard about the display and when I told him that Lord March was inviting about 130 Fiat 500s and wanted to recreate the 'Italian Job' Turin traffic jam he commented... 'Well that will happen naturally enough when a load of them break down on the main straight'. Quite.

The logistics were challenging. I took an extra day off work and Lloyd and I would drive Ian up to MBG early Thursday morning. We would collect the 500 and he would blast (!) down the A34 with us following in the AMG. We had to get the car onto the display area by 1pm. It's too far to come back home so an extra night down

there was on the cards. Which meant Mrs J and Owen would come down on Friday night with Mrs M at less than breakneck pace in the evening traffic. Once down there we would find a rendezvous and swap passengers. Simple.

Well is anything ever simple? As we majestically rolled out of Tony's garage premises, I looked in the rear view mirror, Lloyd swung his head round and we both thought...blimey, at this pace we will never get there. Less than 30 seconds into the journey and Ian was way behind in the 500. "Hang on...he's stopped". We reversed back to find him confused and running on 1 cylinder. Where had the other one gone? Back into the garage yard and Anton arrives. "Must be another faulty condenser". On goes a fresh one and bingo. We're off. With a spare in the tool box just in case.

Lloyd and I were braced for a 45mph marathon and not getting out of 1st gear in the AMG but blow me (?) we did 60 downhill and 50 uphill. Being mugged by artics on the A34 is nerve wracking but nevertheless, the little 500 was, relatively, bombing along. Ian reckoned it had never had so much power. Although it is 4 years since the resto, it's done barely a few miles so the engine is 'fresh'.



We made it to Goodwood in plenty of time despite almost grinding to a halt on a steep incline near Petersfield and, once in its place, we swung by the driver's cricket match for a swifty. I am not a cricket man so I had no idea what went on but I noticed that Amanda Stretton was playing.



On Friday morning though it all got a bit dizzy. The 500 parade was at 09:00 hrs. Ian was excited and, lining up on the grid with about 120 other 500s, beeping their horns and with passengers hanging out of roofs etc., it was all a little too much to take in. He took the opportunity to leap out of the car to take a few pics while Lloyd remained folded up in the back and I sat in the front trying to look nonchalant as you can see in the pic

....

And then they were off! The sound of lawnmowers manically heading down to Madgwick, Abarth and Steyr Puch 650TRs blasting past. It was quite something. Except that Ian reckoned we were short of power. Why? It had just trundled down to Goodwood really well but Ian was taking 3<sup>rd</sup> to maintain momentum. Were we just too heavy?

Round past the start / finish straight with crowds and marshals

waving, it was a lovely atmosphere. Down the Lavant straight for the second time and just about into 4<sup>th</sup> gear. Clank, clank, knock knock, thump thump...

“Bloody hell that sounds like a driveshaft”. Ian pulled over and out we got to find a rear wheel hanging off! Fortunately it had not come off completely so no suspension or hub damage. I started removing the remaining bolt as he got the jack out and burned my finger and thumb as it was nuclear hot. Why so hot? No time to figure it out so onto a recovery truck, Lloyd and I hid in the cab while Ian sat in the 500 on the back with his foot on the brake to stop it falling off the back!



Once back in the display area we got to work and the story unfolded. In the excitement, when Ian got out of the car on the start line, he applied the handbrake. It stayed on. By the second lap, the drums were red hot, the hub got so hot that the bolts unwound themselves. Checking the other side, they had also loosened though thankfully not enough to be a problem. Half an hour cleaning up the threads by using the iron drums as a tap had it all back

together as a temporary fix until some new bolts could be sourced.

Ian quashed his demons the next day by doing the parade lap with Owen riding shotgun. Owen was the only one of the 6 of us daft enough to join Ian in the car! Lloyd and I hid in a bush. On the Sunday he took Mrs M and Mrs J for 2 laps and it all ended happily.

The little 500 even made it back to Cardiff on Sunday night with no dramas. The weekend had been superb although, as usual, the weather got in the way and the car parks turned into rally-cross venues. I realised that a 510 bhp rear drive V8 monster with huge rear tyres was not the right tool for the job.



As always the racing was superb – especially the St Mary’s double header. With rain pouring down in the afternoon, Ian, the boys and I enjoyed a techy hour in the GRRC tent on the live Bonhams feed on our phones. Not very 1940s was it? The focus was the Gordon Keeble up for an estimated £70 – 90K. It was chassis 34 (out of 99) and I had seen the car go the previous year at auction for just under £80K. Since then it has been fettled and put up for sale on behalf of the owner by CMC, the Jaguar specialists in Shropshire. Here it was back at auction. I bought a catalogue so that I could go in and crawl under it – as you do. It’s a nice car but not fully ‘body off’ restored and we know what that will mean one day. The auction in general seemed to struggle to get to bottom estimates. Jay Kay’s ‘Cosmic Girl’ video Lambo Diablo struggled to £125K which was way under estimate and even a Dino

fell short. So we were pleasantly surprised to see the GK get over top estimate and hit £92.5. With premiums that's £105,100 before VAT. A new GK record.

## Bonhams

[AUCTIONS](#)    [RESULTS](#)    [SELLING | BUYING](#)    [SERVICES](#)    [DEPARTMENTS](#)    [LOCATIONS](#)



Lot 282  
**1964 GORDON-KEEBLE COUPÉ**  
 Sold for £105,100 inc. premium  
 GOODWOOD REVIVAL  
 9 Sep 2017, 13:00 BST  
 CHICHESTER, GOODWOOD

[f](#) [t](#) [g+](#) [p](#) [v](#)

I seized the opportunity to restate the 'investment' point with Mrs Jones. She then asked how much I had spent on mine and, just at that moment, the sun came out and it would have been silly not to rush back out and watch the racing.... I really must try and do something more relaxing of a weekend.

**Jones the Speed**

## Remember When

MOTOR week ending July 2 1966

65



**She's got a beautiful body,  
loves to travel in top gear,  
and is outrageously expensive**

We think the girl's a sensation all right, but really we're talking about our first love and that's the car. It's a Gordon Keeble IT, made for the man who demands nothing less than luxury. If you're that kind of man, and want a car that matches your individuality, read on. Some of the features that make Gordon Keeble such an exciting car:  
 Large capacity V8 5.3-litre Chevrolet engine. Strong space frame chassis. Fibreglass body shell. Independent front suspension. Four bucket seats affording unique space and comfort. A

virtually hand-made car available in any variation of colours and internal tones. Standard equipment includes dual circuit, twin servo-assisted disc brake, heating and ventilating system ducted to all occupants, steering column adjustable for length and rake. And countless luxuries, designed to fulfil the enthusiast's wildest dreams, without regard to expediency. Performance is phenomenal. Gordon Keeble gets from a standstill up to the ton in a fraction over sixteen seconds... nothing else equals that. And also does up to twenty miles

per gallon. At present there are less than a hundred Gordon Keebles in the world. Owners belong to a very elite set. Membership costs £3,989... thereafter the privileges are infinite. If you would like to know how it feels to be a member of the Gordon Keeble set, we'll bring a Gordon Keeble to you and you can take it on a test-run. Mind you, once you've driven a Gordon Keeble everything else palls by comparison, so to avoid disappointment, don't contact us unless you can afford to buy perfection.

**GORDON-KEEBLE I.T.** 

Sole concessionaires: Sales Service and Repairs,  
 Harold Smith Motors Ltd., 129/131 Park Road, N.W.8. Tel 4295/6/7.

## 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**

## Bob Bull's F1 Facts Quiz No. 12

Thanks to Bob Bull who throughout 2017 gave you some of the strangest statistics from F1 covering the years from 1950 through to 2015.

### Quiz 12

Who sold the most cars in 2016 ? VW

What was the best selling vehicle in the US ? F series truck approx  $\frac{3}{4}$  million or 4% Of all the cars sold in the world!

What is the cheapest car in the UK? Dacia Sandero (from £5,995 new)

Dearest new car in the world ? \$4.8 million — Koenigsegg CCXR Trevita

How many cars were sold in UK 2016 ? 2.69 million

Happy New Year to all members



Good news cheapest car in the UK, according to one tv test, it could get you to Chernobyl and back.

Actual product specifications may vary, and all features, functionality and specifications are subject to change without notice or obligation.

# **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**

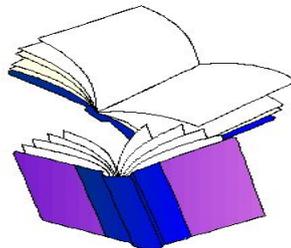
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- [alan49spencer@gmail.com](mailto:alan49spencer@gmail.com) 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



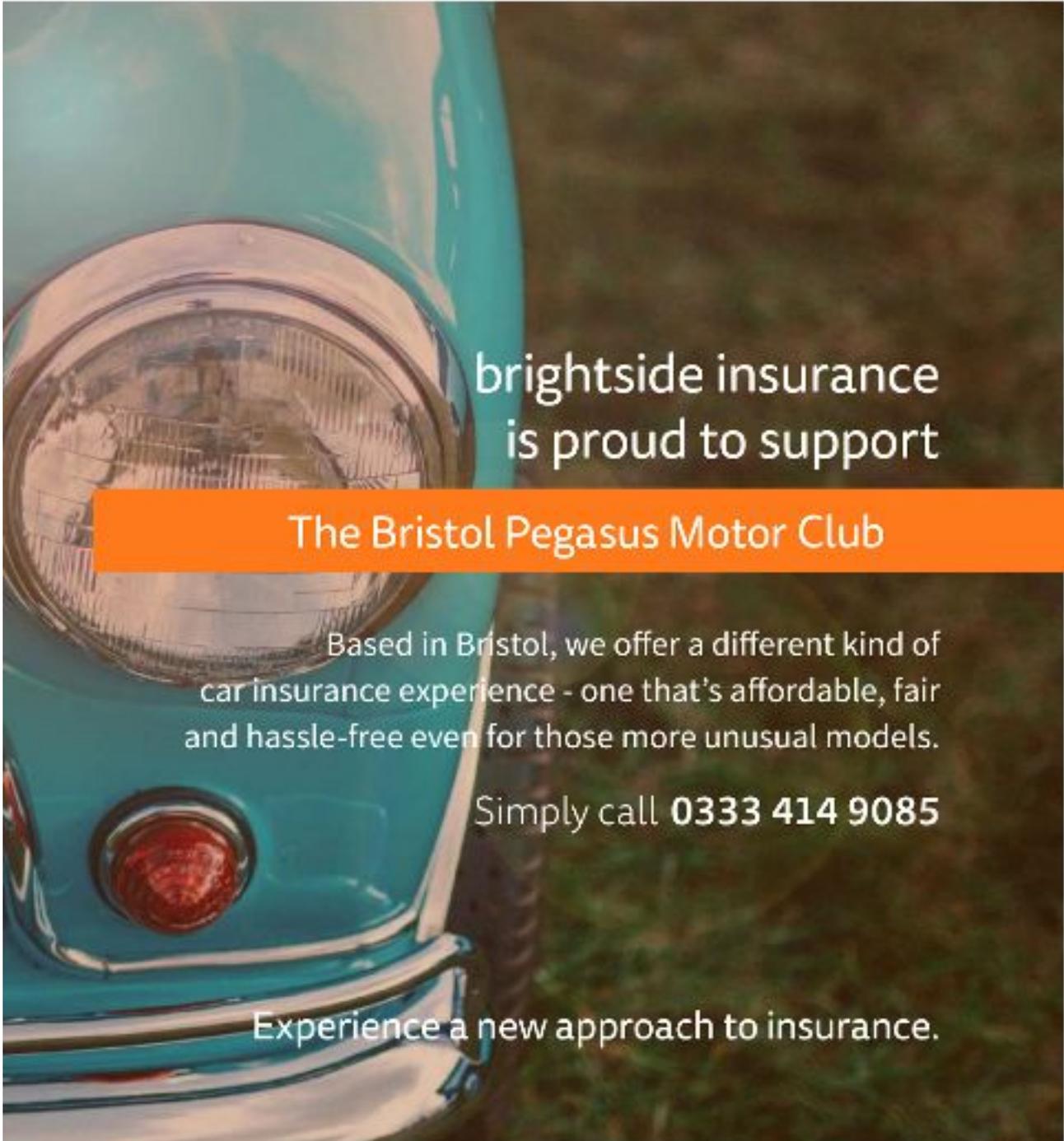
Sweatshirts & polo shirts are available in the following colours and sizes:  
White, grey, light blue, royal blue and black - S, M, L and XL.

**PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !**

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



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Pegasus Classic Car Tour Thank You

# Thank you!

This certificate is presented to  
**Bristol Pegasus Motor Club**  
for raising **£2,185.51** for  
**St Peter's Hospice, Bristol**  
by organising  
**a Classic Car Run**  
**in September 2017**



[/stpetershospice](#)

Registered Charity No. 269177



**St Peter's Hospice**  
For Patients, Families and Bristol

## **2017 Committee Rose Bowl Winner - Matt Johnson**

Each year the committee presents the Rose Bowl to someone who has made a significant contribution to our sport or club. Sometimes the winner may have enjoyed success in their chosen discipline, sometimes they may have given their time in organising and running events.

This year's winner was an easy decision for the committee, which reflects the contribution they have made during 2017. Matt is a long time competitor, who has competed in sprint events and more recently in circuit racing. He has contributed to the club over a number of years – even handing over part of his house to store the club equipment – a very generous act.

In 2017 Matt joined the committee and immediately volunteered to become Charity Co-ordinator. Many would have been happy to oversee our existing charity activities, but Matt decided the first thing he should do was add a new event to our calendar in order to raise a sizeable sum for Charity. Single-handedly he approached St Peters Hospice, and once joined by another couple of exceptional volunteers in Malcolm and Dave spent all year organising an event that raised over two thousand pounds for the hospice. As well as this remarkable effort the event provided a great day out for almost 50 cars that entered.

We are therefore delighted to congratulate the winner of the Committee Rose Bowl for 2017, Matt Johnson.

## **2017 Kieron Winter Trophy Winner - Ralph Colmar**

Next to an award that we present each year in memory of Kieron Winter. The Trophy is presented to a member who has shown the enthusiasm and commitment that was so much of Kieron's approach to all things related to the club. The winner for 2017 is a true motorsport enthusiast. Most of his spare time is spent at motoring and motorsport activities, covering thousands of miles in order to visit events up and down the country.

Ralph has contributed to the club throughout 2017, whether it is through competing, organising events or arranging activities that we have all enjoyed. His enthusiasm is an example to us all and he always maintains a good sense of humour whatever he is doing. Since joining the club our winner has not been afraid to step forward and offer to help. Ralph joined the committee very soon after getting involved with the club. In recent years has been the first to volunteer when we are looking for someone to organise one of our summer events. He is also always first to step forward when there is a request for marshals.

As well as all of this, Ralph has found time to edit the club magazine for the last five years and has never failed to prepare an issue in time for publication every single month – a job that takes constant commitment. Therefore for showing a positive approach, that is an example to us all, we would like to congratulate the Kieron Winter Trophy winner Ralph Colmar.

# 2018 Club Championships

## Clubmans Championship



Points will be awarded for all BPMC events entailing the use of a car.  
Points are awarded according to the formula.

$$\left( \frac{5 (\text{Number of Starters} - \text{Number of Finishers})}{\text{Number of Starters}} \right) + 1$$

- Points are awarded according to finishing position in class or if there are no classes, by overall finishing position.
- Non finishers are included in number of starters and will be classed as finishing in last position.
- For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).
- The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts. For the Test Day organisers points only will be awarded.
- For club events such as Touring Assemblies, Test Days etc where no result is declared members who enter will receive 2 bonus point towards the Clubmans championship. Qualifying events are defined by the club committee.
- Points will no longer be awarded for Organising or Marshalling which will be recognised separately in the Marshals Championship, however note that in order to be classified in the final championship results entrants must have marshalled or organised an event.

Awards are given to the first three in the end of year standings. In the event of a tie it will be decided by the following criteria

1. The person who has marshalled or organised the most events
2. The most 1st place positions, followed by most 2nd place and so on

## Marshals Championship

Trophies for 1st, 2nd and 3rd will be presented based on organising & marshalling.

3 points will be awarded to event organisers

2 points will be awarded to marshals

1 point will be awarded for setting up an event on the day before an event

- Event organisers points will be awarded to those who organise any club event including non-competitive events including Navigation Events, Treasure Hunts, or who act as Clerk of the Course, Secretary of Meeting or Entries Secretary.
- Should an event be cancelled due to circumstances beyond the organisers control, points will still be awarded.

**Championship Officials** Co-ordinator: TBC, Stewards: The Club Vice Presidents

## BPMC 2017/8 Events Calendar

Recent updates & corrections in bold

Date	Event	Location
Sat 13th Jan	Inter Club Skittles	BAWA 8pm
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	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
<b>Sun 3rd Jun</b>	ACE Classic Tour	
<b>Mon 11th Jun</b>	Bring Your Car Night	
<b>Mon 9th Jul</b>	Evening Car Tour	
<b>Sun 12th Aug</b>	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 Tour	
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

## Backfire



Allegedly also popular in Chorleywood, Herts