

Backfire

Bristol Pegasus Motor Club Magazine
January 2024



Niall Mackenzie & John McGuinness at the BAWA

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

Bristol Pegasus Motor Club

Club Motorsport at its best



Member of: Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

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Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



Photo Gallery – gallery.bristolpegasus.com



Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com)



Facebook Group – [bristolpegasus.com/facebook-group](https://www.facebook.com/bristolpegasus.com/group)



Instagram – www.instagram.com/bristol_pegasus_motor_club



Nick's Natter

Finally my new car is home and in the garage complete with new hood. I certainly enjoyed bringing her home. I am looking forward to taking her to our first Breakfast Meet of 2024 in March.

John and Jackie's talk on Monday the 13th was enjoyed by all who attended. It was a shame there weren't more of you at the BAWA. A few days later some of us BPMC members then went to listen to a talk given by McPint and Niall Mackenzie. I was somewhat disappointed as when I bought the tickets it said Jamie Whitham would be accompanying John. He was replaced at the last minute by Niall. The talk was interesting but not as amusing as it would've been with Jamie. There was an auction and raffle to raise money for the Air Ambulance but it went on for far too long in my opinion. The big meeting room at the BAWA was very comfortable and we had a good view.

The month was rounded off with a visit to Warwick Castle where we braved a tour of the dungeons where thankfully I survived being tortured! It was very entertaining and I would definitely recommend a visit.



It's an uphill struggle – the 2023 Club Lotus trip to Portmeirion

by Jones the Speed aka Phil Jones

It was our 5th visit and a reminder that the combination of great driving roads, a Lotus, a beautiful destination and good food is a thing to savour.

This time we were back in the Esprit, resplendent in its fully restored state. Packing the bags for the long weekend was easiest of the three different types of Lotuses that we have taken up there – the Esprit has a decent (if warm) boot, provided you use reasonably sized bags. It makes life very comfortable.



This time it was the C.O's turn to do something adventurous and that was a high-speed zip wire flight. I felt a nosebleed coming on just thinking about it.

Tearing around a kart track is fine by me, but doing 75mph lying on an ironing board, high above a quarry would have been, as we say in Wales, a Bleddyn Bowen moment and unpleasant for the spectators below...



Having left the upper half of my DJ suit behind last year, I was given a greater chance of success this time, as the formality had been swapped for a Caribbean themed dinner. It did make for a bright and cheery atmosphere, though as it was 'pissistently raining' outside, you had to use your imagination.

A superb run up through mid-Wales was a joy and we have developed a nice cadence of 1.5 hr drives and then coffee stops in Builth Wells and Dolgellau, both with great café choices.



Upon arrival at the beautiful, Italianate village of Portmeirion, I inelegantly extracted myself from the Esprit, by rolling out onto the floor and trying to look like I meant to. An American gentleman swooped in and asked whether his grandson could sit in the Esprit and have his photo taken. It turned out that they had had an Esprit in the family some years ago. In he went but, I had omitted to relay the plan to the C.O in the passenger seat, who thought there was kidnapping in progress. Anyway, they went away a happy family.

Meanwhile another youngster could be heard shouting 'Lamborghini' at it. Well, it's better than DeLorean or Ferrari and it's been both of those in the past too. In general, most people seem to know what it is and it gets a lot of love – kids point, workmen stop what they are doing and bikers give the thumbs up. There was a great selection of Lotus' in the village and the hotel staff voted favourite was a gorgeous type 14 Elite – it really was something to stare at.



The Snowdonia (or whatever it's called these days) Mountain roads were awash with mini waterfalls running across them, so it was a bit tense threading these low cars past the German camper vans and giant SUVs coming the other way.

When it was all over at Portmeirion, we headed further North to Llandudno to see my Aunt and to enjoy an overnight stay in one of the grand old hotels on the promenade. As ever on the north-Wales coast, there was virtually no one Welsh there and the accents are mostly Manchester and Liverpool – it's a very north coast sort of feeling that I recall from my boyhood.



A comedy 23-point turn got me into the small car park at the rear of the hotel and, as ever, there was a reminder regarding the sheer size of modern machinery. I am used to the Elan looking like a kiddy car, but even the Esprit looked a bit pathetic.

E5 fuel is not easily available in mid Wales (and don't even think about EV chargers), but I have found that Texaco are the best with their 97-octane. Further north, there are Shell stations for some 99-octane good stuff. The Esprit managed just over 30mpg over about 450 miles, used no oil or water and still had quiet rear wheel bearings when we got home, so I think we'll cry victory on that one.

Now that doesn't sound very 'Classic Lotus' does it and you will be relieved to learn that we did manage a vibe under heavy engine load, towards the end of the return journey, that I diagnosed 'on the hoof' as a likely soft or broken engine mount. And so, upon return and a good inspection with a torch and a crow bar, it turned out. Not the easiest thing to do with the engine in situ but, Owen managed it with two jacks, a ratchet strap, a few grazed knuckles and lots of 'mind your language'. It cost the princely sum of £20 and we were all sorted.

The run back down the A5 to a stop off in Llangollen (try it if you have never done it) and then down the A49 to Ludlow, via an excellent farm shop, was fantastic. The Esprit cruises easily at 'ahem' mph and is relatively high geared.

Overtaking on the poorly sighted roads is also not a problem and the Jenvey throttle body / DTA set up has transformed its performance. Owen has also driven it and thinks it's a touch quicker than his Elise S1, so that's plenty pokey for a classic. As with all 70 series tyre profile, softly suspended classics, the ride on the UK's broken roads is exceptional – it's as good as the Scooby and not far short of the Merc, which sounds a bit unlikely, but it's true.

Nevertheless, restored or not, I had a boot full of tools with me and it's always a relief to return home under your own steam.

Two of the Club Lotus members had less luck and there was an unedifying snap of a lovely Elan +2 making its way home sat on a beaver tail truck. Oh well, we've all been there...

John & Jackie Ford's Talk

by Nick Wood

John & Jackie's talk was very informative and entertaining. They each talked separately and alternately about their motorsport heritage and how they came to be where they are now. Jackie spoke about her marshal's training and the different roles she has covered and how she enjoys it. She seems to have found her niche in the paddock.

John aka Mr Slow told many amusing stories about being on recovery and how it's changed over the years. He spoke of some awful accidents and some of the exploits of the drivers. He explained why he has to be strict with some of them after their accidents and the need to examine a car after it's been in an incident which a few fail to understand. Another thing he needs to be aware of these days is that he gets filmed quite often which can be quite amusing to others, me included.

Both take their roles very seriously but greatly enjoy its challenges.

Thanks again both.

A warm welcome to our new members this month:

Tony Rogers, Sam Berry and Alec Barker.

Please feel free to write an article for Backfire or email us with any requests or suggestions on how to best meet your motorsport needs.

Bristol Pegasus NEEDS YOU!

The successful running of this club relies on its volunteers. Can you help? We desperately need organisers, willing helpers, venues and ideas to make this club even better.

Tell us what YOU want from this motor club.

Emsley's Ramblings

by Martin Emsley

The 2023 Classic Car Show at The NEC was the most enjoyable show I have visited in quite a while, it was also the busiest, for a Friday, must have been rammed over the weekend. There was a really good mix of cars, stands and items of interest especially the stripped Bristol engine, despite my wife's warning that I have enough tools I still came back with a few more *useful* ones, she doesn't complain when I fix her car!

So let us take a wander through some of my highlights;



The National Motor Museum displayed both Land Speed Record Sunbeams with plenty of room to get a good look at these iconic machines and many knowledgeable staff on hand. The 1000hp 'Slug'; first car to 200mph, was devoid of its' 2 x 22.4 litre aero engines.



One being on display and mighty impressive it was too, they are raising funds to restore the engines to running order and eventually demonstrate the car, that will be quite something. All credit to Castrol for their involvement and support.

A major feature was the monstrous ex-John Dodd, 27 Litre V12, named The Beast. The first time I have seen it in the flesh and it is pretty awesome and mental.



It has recently been sold for £72,500, given that it is unique and produces between 750 – 1,000hp could be seen as a bargain unless you consider the prestigious thirst for fuel. Although it is referred to as 'Merlin engine' which sounds glamorous, it actually had an un-supercharged Meteor tank engine.



A trials Midget especially for Mal Allen, looks like it had seen some action.



Who says electric cars are new? Remember the Peel?

This one was stripped to expose a mass of analogue control boxes, miles of rainbow wire and of course some batteries, and it didn't need some fancy pole to charge it outside your house, mind you they didn't go far.

A stretched Skoda limo, who would want to be seen in this?
This may be one of the few cars our Chairman has yet to own.



The 'Back to the Future DeLorean sparked a lively debate about just when we would like to go back to, but then conversation got bogged down into whether you could change history, or not, not that we can anyway!

Wondered why anyone would bring a car like this to the show, was totally beyond restoration and is probably not worth saving, or is it?



Other 'stars'





Emsley's Excursions

Was lucky enough to enjoy a short break in Krakow before Christmas, what a beautiful city. I had high hopes of seeing some older East European classic vehicles. I was to be disappointed as clearly the city had certain restrictions in place and just boring ordinary vehicles allowed in. When venturing out to the country on tours I spotted a red "Fiat 126" being used as a wood store and a very sad looking Trabant in that funny pale blue, that was it.



We did note how polite and controlled the driving was; stopping at zebra crossings and inviting others to filter in, and I cannot remember hearing any car horns. They have a smashing idea with L plates for learners mounted vertically on the vehicle roof, makes them so much more visible and other motorists appeared patient with them.

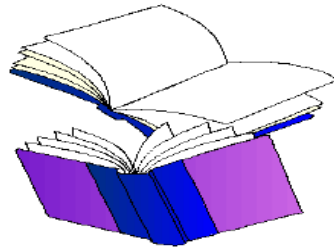
Now Poland has some worse winter weather than England yet the roads were mostly pothole free and smoothly repaired, was so shocked by this pothole, had to take a picture of it.



The petrol prices were comparable with here in Britain, Hope to return and see more one day. The only birds we saw were Pigeons with this one waiting for kebab shop to open



Help raise funds for Wiltshire Air Ambulance



Every time you want to order from amazon visit our site first <https://bristolpegasus.com/> click on the amazon banner and shop as normal. For everything you order we will receive 5% to pass on to our chosen charity.

BPMC CLOTHING NEW DESIGN COMING SOON

**Visit our Club Facebook Group for all the latest news
and photos from our events**

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

- You can organise informal meetings with fellow members
- You can view/send event invites.
- You can view/add photos from previous events

And don't forget to visit our webpage

<https://bristolpegasus.com/>

GT40 progress – pictures of initial engine and rear suspension installation

by Bob Bull

It has become clear that we have acquired a set of parts that can be used to build a car, this is very different to building a Caterham in Kit form, which includes all parts and generally fits together as shown in a manual.



First engine installation showed missed match engine mounts which skewed engine across the chassis a judical amount of cut and weld corrected the alignment



Rear top cross mount was offset! More cut and weld.



Wheels didn't fit (central hole too small)
Drive shafts slid in joints needing a welded sleeve ring to locate joints correctly

Fight for Transport Democracy

by Bob Bull

The ABD, in conjunction with the Motorcycle Action Group and FairFuelUK, have published a 22-page in-depth and comprehensive report comparing Battery Electric Vehicles with Internal Combustion Engine Vehicles, as part of our campaign against the imposition of a ban on new ICE vehicles (and hybrids) from 2035.

The result of an EV ban will eventually reduce the need for drilling for oil which will have a massive effect on the price of oil products such as those below:-
Cosmetics, Synthetic Rubber & Fabrics, Lubricants, Medicines
Cleaning Products, Asphalt, Food, Plastic

Just remember this is all for what may well be just a natural Climate Cycle

[https://abd.org.uk/wp-content/uploads/2023/07/Cradle Grave Report - Final JULY2023.pdf](https://abd.org.uk/wp-content/uploads/2023/07/Cradle_Grave_Report_Final_JULY2023.pdf)

Click on link to read report. Contents as below:

- 3 Summary
- 3 Headlines
- 6 Recommendations
- 7 The Conclusions From Our Research
- 8 CO₂ And Vehicle Longevity
- 9 The Problem
- 10 The CO₂ Cost For Electric and Internal Combustion Powered Vehicles
- 11 The Problem With Battery-Powered Heavy Duty Vehicles
- 12 Alternatives to Battery-Powered Electric Vehicles
- 14 The Problems of UK Grid Capacity
- 15 The “Ultralow” EV Emissions Fallacy
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- 18 The EV Supply Chain
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Bristol Pegasus Fantasy Formula One 2023

Final Positions

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	1570
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	1516
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	1511
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	1432
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	1421
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	1391
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	1378
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	1251
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	1243
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	1232
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	1216
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	1213
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	1166
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	1165
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	1157
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	1153
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	1126
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	1110
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	1103
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	1098
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	1087
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	1084
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	1041
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	1033
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	1015
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	1011
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	1007
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	995
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	988
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	988
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	977
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	973

Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	939
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	904
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	851
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	844
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	840
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	704
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	691
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	685
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	636
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	623
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	480

***Congratulations to Martyn Davies – this year's winner!
And commiserations to the rest of you!***

Motoring Politics ***by Bob Bull***

The fight goes on, despite promises of ending the war on motorists, South Gloucestershire announced a set of consultations (we ask, you answer, we do what we want) about bus lanes, cycle lanes and better Pedestrian facilities. Now they are increasing cameras as they can keep the fines from January. The government have pushed down the responsibility and found a way to top up Councils' severely depleted financial government support.

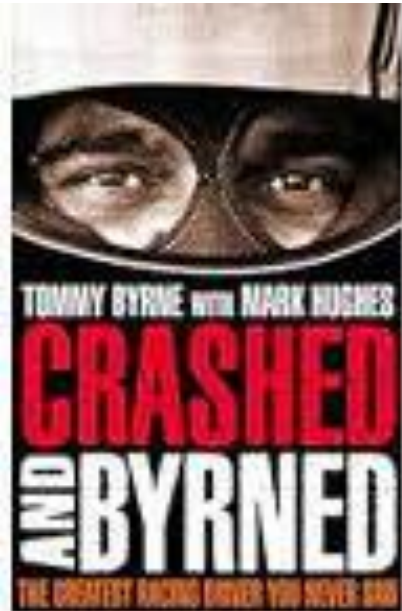
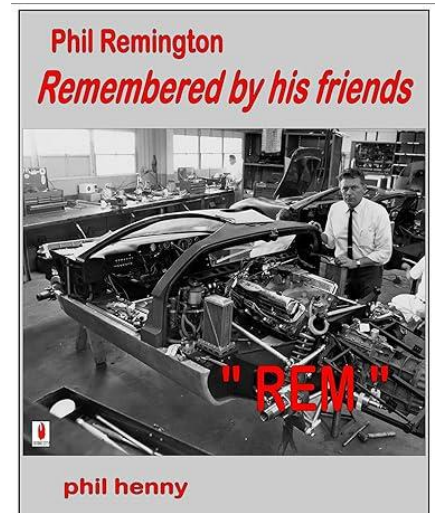
Bristol pushes on with restricted road usage in Barton Hill, Redfield and St George. On the National scene despite words of support nothing has been put into law to restrict anti-car schemes in fact it's worse as powers have been passed down to Local Councils. Just imagine if Labour wins the next election and takes Wales's position on 20mph!

The fact that more people signed a petition against the Welsh Blanket 20mph than voted the Welsh Labour into office, speaks volumes.

Reading Room

books what I've read - by Martin Emsley

This e-book appealed to me being about the man who is regarded as the finest Engineer / Fabricator. Phil Remington worked with all the Great American engineering names, he was the man who is credited from within the Shelby Organisation with developing the Cobra, GT40 and Daytona Coupe into winning race cars. It is a compilation of tributes from his friends, mostly just stating what a talented and intuitive Engineer "Rem" was, eventually about three quarters through there was some meat and examples to the story, but not really enough. Rather disappointing due to many repetitions and lightweight information.



Following on from the review in last month's Backfire; this book is extraordinary; it has to be the most honest and entertaining racing autobiography I have ever read. No sugar coating or evasion of undesirable fact here, it is truly warts and all, enthralling and gripping from page 1 to the end.

They probably could not have got a licence for the subsequent video had they tried to cover Tommy's full story so it is somewhat sanitised but has some good racing footage.

"Sounds like you enjoyed it as much as me" (editor)



Pete Goodman receiving his award from our President Dick Craddy at the AGM. Best Competing Pegasus member at the Pegasus Sprint

**A PLEA FROM THE CHAIRMAN:
IS THERE ANYONE OUT THERE THAT WOULD LIKE
TO BECOME THE NEW BPMC SECRETARY?**

Meetings are held once a month via TEAMS. You would be required to take the minutes and then send to the committee before the next meeting. If you are interested, please contact Nick 07786936941



THERE WILL BE NO CLUB NIGHT IN JANUARY

**CLUB NIGHT MONDAY 12TH FEBRUARY
TALK BY IAN FLUX @ BAWA CLUB @ 1930hrs**

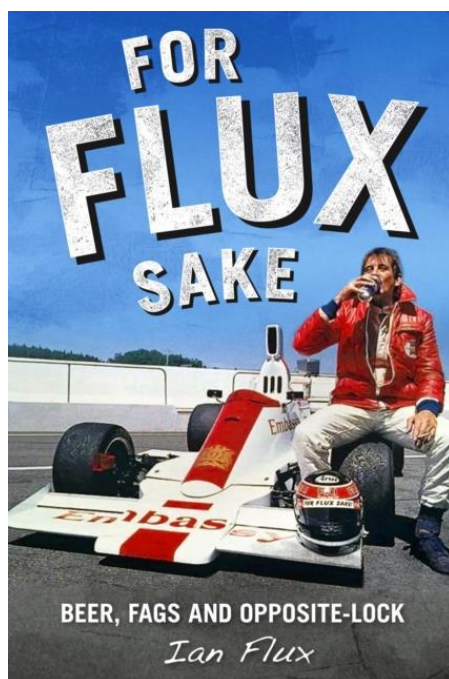


Ian Flux is a much-loved racing driver whose career spanned almost 40 years, starting in 1972. He won five national championships in Britain, including Formula Vee and British GT, and drove an enormous variety of cars, from open-wheelers to sports cars, sedans and GTs.

The UK racing stalwart is a multiple champion and was often the benchmark for pace in anything he stepped into. A burgeoning single-seater career was thwarted by a lack of finance (although, as he admits himself, his party lifestyle probably had a hand in curtailing that too). But the passion remained undimmed and his career path led him through the fiercely competitive Sports 2000 arena in the late 1980s to an underfunded and potential-laden cameo in the British Touring Car Championship.

But he really hit his stride in the mid-1990s when cash-rich American Jake Ulrich and Flux partnered in the British GT Championship to prevail and collect the overall title. It was the same season when Fluxie also scaled the heights of what was the most competitive one-make series in the UK at the time, the fearsome TVR Tuscan Challenge.

Always in demand as a test driver, Fluxie also became part of the Motoring News (now Motorsport News) establishment as he was employed as this publication as its in-house test driver, a role he enjoyed for more than a decade.



First Breakfast Meet of 2024 is 31st March



Petrol and Steam breakfast meets 2024.

- 31st March
- 28th April
- 26th May
- 30th June
- 28th July
- 25th August
- 29th September
- 27th October

Dean Forest Railway, Forest Road,
Lydney GL15 4ET.
Starting at 9.30am with refreshments
available.

**THE LLANDOW SPRINT ON APRIL 13th
HAS SADLY BEEN CANCELLED AS THERE ARE
NOT ENOUGH VOLUNTEERS
TO ASSIST IN THE RUNNING OF THIS EVENT**

**SUNDAY 28th APRIL PRODUCTION CAR TRIAL
HOPEFULLY AT DUNDRY (IF FIELD NOT
WATERLOGGED AGAIN)**





ACE TOUR 2024



The 25th ACE Tour will take place on Sunday 2nd June. This will be raising funds for the Prostate Cancer Charity. It will follow a previous route, not used for many years, approximately 100 miles, the format will be more relaxed than recent tours. Put the date in your diary and keep an eye out on club website for entry forms. Please note; This will be the **final** tour unless new organisers come forward to replace the existing team.



PEGASUS TRACK DAY SATURDAY 17th AUGUST



Back in 2001

Endpiece

by Martin Emsley

Well, there was a bit on the Bristol Grand Prix in the previous edition, the racing catamarans were quite something with their 3 litre V8 engines, but whilst away on holiday spotted the boat shown below, certainly not a racer it was packing 4 Mercury 300 V8 engines.

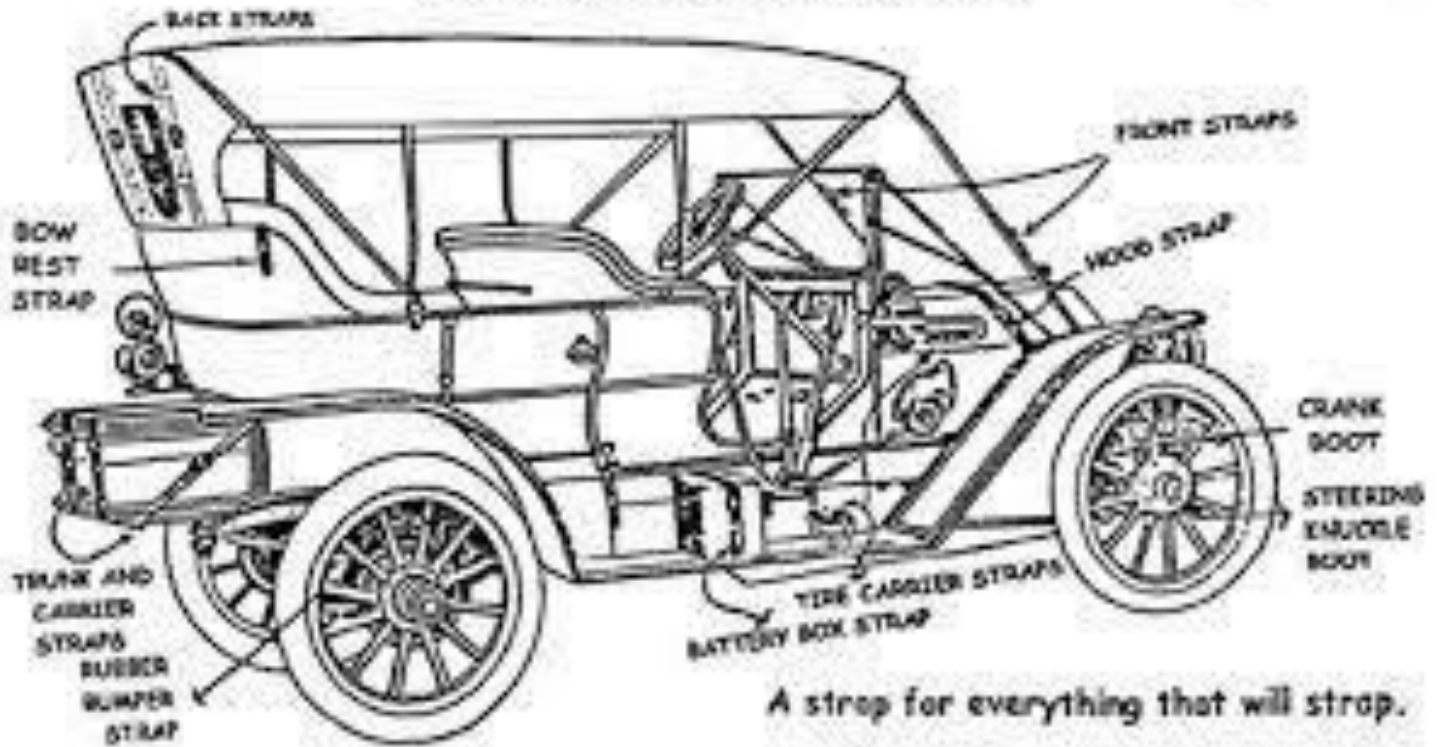


These engines are 4.6Litre V8, DOHC, 32 valves, EFI and run on 91 RON unleaded. Each produces 300hp, so this boat was packing 1,200hp and we saw more than one craft in this specification.

To cap it all they cost around £31k each!

BACKFIRE

AUTOMOBILE STRAPS, ETC.



WHAT NO CABLE TIES?????

***HAPPY NEW YEAR
EVERYONE***

2024 Events Calendar

Monday 8th January	NO CLUB NIGHT	
Monday 12th February	Talk by Ian Flux	BAWA
Monday 11th March	Club Night	BAWA
Sunday 31st March	Breakfast Meet	FOD Steam Railway
Monday 8th April	Club Night	BAWA
Saturday 13th April	Llandow Sprint	CANCELLED
Sunday 28th April	Breakfast Meet	FOD Steam Railway
Sunday 28th April	PCT	TBC
Monday 13th May	Club Night	BAWA
Sunday 26th May	Breakfast Meet	FOD Steam Railway
Monday 10th June	Club Night	TBA
Sunday 30th June	Breakfast Meet	FOD Steam Railway
Monday 8th July	Club Night	TBA
Sunday 28th July	Breakfast Meet	FOD Steam Railway
Monday 12th August	Club Night	TBA
Saturday 17th August	Trackday	Castle Combe Circuit
Sunday 25th August	Breakfast Meet	FOD Steam Railway
Monday 9th September	Club Night	BAWA
Sunday 29th September	Breakfast Meet	FOD Steam Railway
Monday 14th October	Club Night	BAWA
Saturday 19th October	Pegasus Sprint	Castle Combe Circuit
Sunday 27th October	Breakfast Meet	FOD Steam Railway
Monday 11th November	Club Night	BAWA
Monday 9th December	AGM	BAWA

**DEADLINE FOR NEXT BACKFIRE
JANUARY 5th**

**Contributions welcomed
email backfire@bristolpegasus.com by the above date**