

# Backfire

**Bristol Pegasus Motor Club Magazine**



**July 2016**

**Lunch time halt on our 2016 ACE Classic Tour**

# **Contents**

**Chairman's Chat**

**Editorial**

**A Warm Welcome To New Members**

**2016 Events**

**Marshals Wanted**

**The 2016 ACE Classic Tour - Sunday 5th June 2016**

**Monday 20th June - Bring Your Car Evening and BBQ**

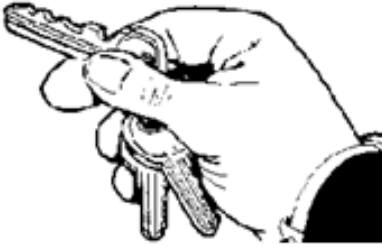
**2016 Le Mans 24 Hours by Dick Craddy.**

**It's an uphill struggle**

**Pegasus Club Merchandise**

**Bristol Pegasus Fantasy Formula One 2016**

**2016 Events Calendar**



## Chairman's Chat

By Andy Moss

June got off to an excellent start when the Club teamed up with the ACE group for our annual Classic Tour. The event had a good entry of over 30 cars - many more and we would have struggled to accommodate them at the lunchtime stop and the finish pub. As well as those returning year after year, there always seems to be a few new entrants every year, and the number of club members taking part seems to have steadily increased in recent years. We were very lucky to have good weather, with the event taking place on one of the sunniest days of the year.



Our June Club Night ventured south of Bristol once again, for our Bring your Car night. Nick Wood did an excellent job of organising this for us at the excellent Redhill Village Hall which has ample space for the display of cars and Barbecue.

It was not until a week or so before the event that we realised we would clash with an England euro football game. We were also the day after

the Le Mans 24 hour race and we knew some of our regulars would be on their way back from France. Unfortunately we are always going to clash with something, so we just had to carry on and hope we would get enough turn up to make it worthwhile. In the end we were definitely a few down on previous years and it was a bit quiet when I first arrived. Slowly but surely though the cars started to arrive and we ended up with a reasonable turnout. It was very nice to see former committee and now honorary member Ian Hall, who has moved south to Langport from his long time base near Castle Combe. Following a great evening in the sun with the cars we, retreated into the bar to catch the second half of the football on a huge screen in the bar - I don't think we had missed much in the first 45 minutes ...

Looking forward to July we have our evening tour on Monday the 11th. Ralph has planned the route and it should be a lot of fun, so make sure you come along if you possibly can. Our August events are also looking good with the track day almost



sold out as we go to press. As organiser Ralph has to work on the original planned date, the Sunday Treasure hunt has moved a week later and will now be the day after the Track Day - sounds like a fun weekend of club events. The September Autosolo has moved a week earlier to the 4th of September.

As we go to press the regs have just been released for the Pegasus Sprint - the event was well oversubscribed last year, but the speed at which entries have started arriving this year is even faster - 25% of places went within 48 hours of the regs being released.

Finally, an update on my own motoring activities. I have spent some time doing small jobs on my 1970 Rover 2000. The trickiest was replacing the window regulator which had failed meaning I could not open the driver's side window. Parts are increasingly tricky to find and having found a new old stock mechanism I stripped down the door to replace it, only to find a small variation between my unit and the replacement. Fortunately I managed to modify the part and reassemble everything in time for the ACE tour. I have also installed a small amplifier hidden in the glove box and some revised wiring to allow me to play music through the original speakers from my phone whilst retaining the original 1970s medium wave radio which still functions as normal when required. Finally I repaired the clock which has not worked for many years and replaced a couple of dashboard bulbs at the same time.



Attention has now turned to my Westfield. Driving back from the drag racing weekend a few weeks ago it struck me that, although I have only done around 5000 miles on the Ford supplied Zetec engine, the cambelt was well past its sell by date. It is easy to forget they can fail with age as well as miles. The car is going to my favourite local garage to have it swapped and

after this has been done I plan to do an oil and filter change. Earlier in the year I swapped the rollbar to a new one compliant with the current MSA regs. I also swapped the lower front ball joints prior to the MOT, so I should be ready for our Track day in August.

## Editorial

Down time motoring fun did not kick off until the third weekend of the month when I returned to Le Mans with a school friend in his 911 Carrera 4 convertible. This year we kept the camping down to just the night of the race, staying at a hotel in Alençon the night before and after the event, which was just as well because when we got to the campsite on the Saturday morning we found it was flooded and so ended up catching a couple of hours sleep in the Porsche, seriously not recommended !

The race was an absolute thriller between a slightly more economical Toyota and slightly faster Porsche which was not settled in the latter's favour until just three mins before the end of the race when an electrical glitch saw the Toyota that had been leading for the last two hours come to a complete stop with 8 miles still to go.

I was pleasantly surprised to find our vice president Dick Craddy in the row behind me in the grandstands at the start of the race. Thanks to a power failure in the Channel Tunnel on the way back I only just made it down to the BBQ at Redhill, too late for any food, but in plenty of time to catch up with a few fellow BPMC members.

Later that week the power steering on my Golf went AWOL and consequently I have spent a couple of days pursuing an IAM Masters certificate in my ambulance.

The power steering failure saw Pete Goodman kindly stepped up late in the day to take Tim Murray, David Cutcliffe and I to Goodwood, fortunately I got away with wearing a pair of sandals, a close call thanks to the rain that had fallen in the day's leading up to the event which was topped for me by a brief encounter in German with former Surtees, McLaren, Porsche and Mercedes driver Jochen Mass.

Tim has been helping me with the courses for the Touring assembly on Monday July the 11th and the rescheduled Summer Treasure Hunt now scheduled for Sunday August 21st more details for which can be found in this issue of Backfire.

I shall also be going to Chateau Impney for the Hillclimb with Tim on Sunday 10th where there should be vehicles from the Edwardian era to the 1960's competing, including Duncan Pittaway and his now famous fire breathing FIAT.

The following week if work allows I'll also look forward to popping by the Frenchay Village Car Show where the lemon cake is always highly recommended.

My thanks to this month's contributors Dick Craddy on Le Mans, Phil Jones on the restoration of his Gordon Keeble, Tim Murray keeping the Fantasy F1 table up to date and Andy Moss for the many photographs and report on the ACE Tour.

Finally may I add my condolences to Chris Varney's family and many friends, three years ago Chris kindly took me for a few highly entertaining laps around Castle Combe in his Westfield 8 and repeated the experience at subsequent track days, he also kindly took time out to write up his track day experiences with his Ultima in the UK and abroad for Backfire, I shall miss him greatly.

Wishing you all a safe month's motoring

Ralph

## A Warm Welcome To New Members

Barry Thomas, Iain Winney.

## Events Calendar

### Monday 11th July - Evening Car Tour 7pm for a 7.30 Start



Short evening scenic tour with finish at a good pub. Any car suitable - no entry fee - come along and join the Fun. An easy to follow scenic route that all should enjoy. Dust off the car and come along and enjoy motoring through some of our fantastic countryside.

No previous experience required, just bring a car and a couple of pens or pencils.

Meet at Cribbs Causeway on the small road parallel with the A4108 between the Lamb and Flag Pub and Hollywood Lane, post code: BS10 7TL

25 mile route will take 50 mins to drive

Finish at the Salmon Inn Wanswell, Berkeley GL13 9SE

### Saturday 16th July - Frenchay Village Car Show

There will be a gathering of club classic cars at the Frenchay Village car show at Frenchay Museum from 2 - 5pm on Saturday 16th of July. Refreshments including highly recommended cake will be available. More details later in Backfire.

### Saturday 20th August - Castle Combe Track Day

Our Castle Combe Track Day is on August the 20th this year and entry information is now available from the club website, which has all the information you need in a special Castle Combe day section. <http://castlecombetrackday.bristolpegasus.com>

**UPDATE : The event is now full - a reserve list has been started.**

## Sunday 21st August - Sunday Treasure Hunt

### PLEASE NOTE CHANGE OF DATE

Sunday Treasure Hunt. Starting O/S Map 172 ref 618 663  
Gibbet Lane Junction with A37 and finishing at an old village pub, organised by  
Ralph Colmar and Tim Murray.

## Saturday 22nd October - Castle Combe Pegasus Sprint

Entry details and online/paper entry now open. A quarter of the available entries  
have already gone in the first couple of days since release of the regs so make sure  
you enter ASAP.

## Sunday 4th September - Autosolo - Rolls-Royce Bristol

### PLEASE NOTE NEW DATE

We are pleased to announce we will again be running an Autosolo at Rolls-Royce in  
2016. For those who have not entered one before an Autosolo is a set of timed all  
forward tests around cones. A low cost, fun driving event rather than a memory test  
- our event is ideal for beginners or experienced competitors. No experience  
Required - No competition licence No helmet or overalls. Suitable for most road cars  
- just turn up and join in. Regulations and entry details coming soon on the club  
website.

## Marshals Wanted

### 30/31st July - Wiscombe Park

Woolbridge MC are looking for marshals for the National Hillclimb Championship  
meeting at Wiscombe Park on the 30/31st July.

The usual free camping is available together with a £10 fuel donation to any  
marshal that drives to the event. Also either a bottle of wine or a subsidised ticket to  
the Saturday evening BBQ in the bottom paddock. The ticket price is £10, but you  
will only have to pay £5.

If you are able to attend, please let me know which days and how many others (if  
any) will be coming with you and also your option of either the BBQ ticket or a  
choice of white, red or rosé wine.

Contact :- Worth Birkill e-mail [worth@pandaprinters.co.uk](mailto:worth@pandaprinters.co.uk) mob: +447823554246



## The 2016 ACE Classic Tour - Sunday 5th June 2016

Our route was all new this year and started at Gordano Services. The event finished at the Ring O Bells at Compton Martin, where as always there was a fundraising raffle and presentation of an award for the “runners choice” to the best car of the day as voted for by the entrants.

Route planning this year was undertaken by Martin Emsley and Alan Spencer who worked out a route that took us South through Portbury, Lulsgate, Failand, Shiphham and onto Wedmore. There was then a loop taking in Westham, Bason Bridge, Wollavington before our lunch stop at Shapwick. Spence and Martin had arranged an excellent stop for us in the car park of the school at Shapwick where we were able to enjoy a picnic stop on the side of their sports field as well as looking round the assembled cars.

The afternoon run saw us skirt Street, before heading towards Glastonbury where we got an excellent view of the Tor. Finally we went towards Shepton Mallett before heading North to finish at Compton Martin.

At the finish Tony Joiner performed his usual role or master of ceremonies / standup comedian. Raffle prizes were drawn and and as Tony would say “some people were unlucky enough to win a prize”. Votes for favourite car of the day were counted and the white TR3 was a worthy winner - receiving an award to keep, as well as a rather nice Trophy made from a Rolls Royce Engine Turbine blade which is presented each year.



As always the Tour raises money for local charities - this years run, was in aid of SARCOMA a particularly nasty form of cancer that attacks the body's soft tissue. Initial indications are that the event has raised over £850. The amount raised so far will be increased further with money raised from a static display of cars at Rolls-Royce on Thursday the 7th of July – hopefully this will take us over the £1000 mark. A massive thanks to all involved in organising the event.

Thanks to everyone involved in organising the event as well as to those who either entered or helped out on the day. We look forward to doing it all again next year ....



## 2016 Pegasus ACE Classic Tour - Sunday June 5th 2016





## 2016 Pegasus ACE Classic Tour - Sunday June 5th 2016





## Monday 20th June - Bring Your Car Evening and BBQ





## 2016 Le Mans 24 Hours by Dick Craddy.

Manbat, who are sponsors of our Pegasus Sprint, have the rights to use the Lucas name for their vehicle batteries. This year they sponsored car 34 in the Le Mans 24 hour race using the Lucas name.

Run by the Swiss Race Performance team car 34 gained an LMP2 entry into the race as a consequence of their success in winning the 2015 - 2016 Asian Le Mans series. A significant achievement.

The drivers were Australian domiciled Brit James Winslow (35), Shinji Nakano (45) who competed in F1 for Prost and Minardi in 1997 and 1998 and Nicolas Leutwiler (55) from Switzerland in his first Le Mans race. It's never too late to start!

The car was an ORECA 03R powered by a Judd 3.5 litre 6 cylinder BMW based engine. Ten to fifteen years ago this engine would have been the class of the field but is now somewhat uncompetitive against 4.5 litre Nissan racing engines used by the majority of other cars in their class. The chassis is of some age and will not be eligible for the series next year.

I had the huge privilege to be invited into the pit garage during the Thursday night qualifying session. This is a small team who 'make every franc pay'. No hospitality, other than a cup of coffee, 6 mechanics and a team manager. Wives, partners etc look after the welfare of the team as usual. Spares included one set of front and one rear suspension already built.

They qualified 30th and finished 43rd overall, 14th in class.

James Winslow, who was sponsored by Lucas, reported afterwards: - "We had a tough race...contact from behind for Shinji at the start caused a few issues & then gearbox & electrical problems for Niki (from the huge rain) forced us into the pits for 2.5 hours and then I had a throttle cable snap in the night. We kept going though, pushed hard and got to the flag to record a classified finish & 14th in class! I drove two quadruple stints and a double and set our cars fastest laps. I'm very proud of the team for all the effort and amazing team work to keep us going."

I'm sure you can 'feel' the sense of achievement in this brief report.

Lucas also sponsored a 'Road to Le Mans' LMP3 co-driven by James Winslow seen in the first photo on the right alongside Martin Brundle who was on pole position for the Saturday morning support race.



## Le Mans LMP3 / GT3 Start and #34 LMP2





# It's an uphill struggle

## Bringing Gordon back from the dead....

Some of you will have seen my green Gordon Keeble at the October Castle Combe meetings the last couple of years. Part of the joy of owning a classic is to have the opportunity to delve into its past. They can all tell a story and this one came with 4 files of history which made it all the more enjoyable.

I had decided from the start that this money pit – I mean GK – would be restored to as close to perfect as I could manage so I knew what I was getting myself into. Or rather, I thought I knew...

Chassis # 48 was first registered on 1st January 1965 as GGD 483C in Scotland by Dickson Motors of Perth, Pitlochery & Forres, agents for Mercedes, Rootes and a few others. I don't know how many of you will have seen the Top Gear episode about British sports cars but when James May undid the rear boot lining of his TVR S3 – or rather it may have fallen off – inside the moulding was a rather rude picture, a bit 'chesty' if you see what I mean. The name 'Nobby' was also written in marker pen. We can all reflect on what this might have meant but anyway...

As we stripped out the interior of the GK we also found marker pen on the inside of the mouldings. Now the chaps building GKs down at Eastleigh Airport must have been a little more circumspect than the TVR boys but it was nevertheless nice to find some references to its past build. In this case it just said 'Car 48, 20th November 1964'. As these would have been some of the last items to be fitted, it's probable that it was completed on that day, shortly to be hammered around the Winchester test route at a reputed 140mph by Jim Keeble on his verification run. The original specification was Jaguar Opalescent Dark Green with Magnolia vinyl interior.

My records start with an MOT on 17th April 1970 in Glasgow. I have not managed to trace the first owner yet but have not given up hope. Thereafter, it was purchased by Peter Newby – Vincent in Herefordshire and it was reputedly in a poor state at that point – just 6 years old but then cars just did not last as they do today.

In 1972, Chassis 48 was purchased by Dr James Hickson of Cambridge for £1600 with the milometer showing some 60,000 miles. In 1974, the car was sent for work at Ernie Knott's Gordon Keeble Service Centre in Brackley (Ernie founded the Gordon Keeble Owners Club in 1970) to address an engine which had run a bearing.

The car remained with Dr Hickson until 1989 when it spent just a year with Graham Reddie in Reading (yes you 'read' that right...) before moving on to Barrie Gillies in Berkshire for £18,500. Values had clearly started to climb.

By 1994, the next owner was Gordon Proctor who owned a number of GKs. During his ownership, the car changed colour to a metallic Night Fire Red in 1997. The car remained with Gordon Proctor until 2007 when it moved to a collection in Portugal.



Chassis 48 was purchased at Bonham's auction at the September 2011 Goodwood Revival by classic dealer Godin Banks (now back to two separate business entities these days of Justin Banks and Anthony Godin) and they subsequently re-commissioned the car. Ironically that was the first year that my boys and I went to Goodwood but we had no clue that the GK was up for sale. Awareness is a wonderful thing if you have some. I generally don't.



I acquired Chassis 48 on 22nd November 2011 as a runner with an MOT but clearly in need of some restoration. The important point, though, was not the condition but the originality. Many GKs have been 'improved' with cut away wheel arches to house larger wheels (I wonder what the GK's designer, Mr Giugiaro, thinks of those?), sun roofs, auto transmissions and 350 instead of 327 engines. Finding an unmodified car is like searching for hen's teeth but the way the classic car movement is headed it seems to

me that this originality will pay me back. Well that's what I told Mrs Jones anyway.

Quite how much restoration it needed was not apparent until the body was removed. But we certainly know now.

The car was partially stripped by my sons and me at our garage. I think it took us about two and a half months on and off. Everything was corroded, seized and generally nasty. Getting the iron block (and heads) Chevy out with the gearbox attached was a challenge and rolling it up the yard to drop it onto the trailer even more so. Once those things start swinging back and forth you are a bit of a passenger on the old engine hoist. The rolling shell was transported to Redline Sportscars in Wiltshire at the end of December 2012 for body removal, chassis strip down and then restoration.



Since then the car has had a complete, nut and bolt restoration and nothing has remained untouched. The chassis was in such a poor state that about 80% of the 1" square tubing had to be renewed.



It was then dipped (flowing up the inside of the tubes), painted and Waxoyled and will outlive all of us. The Chevrolet engine was in a poor state having also been 'improved' in the past and was completely rebuilt by Mike Huddart at Huddart Racing Engines, builder of a number of historic race winning motors. The Warner T10 gearbox was rebuilt by Competition Transmission Services and the Salisbury LSD (per E Type Jag) by Alan Slawson at AJS Engineering.



Chassis 48 was re trimmed in leather by Dave Nightingale in Wiltshire and repainted in Bentley Brewster Green which is quite close to the original colour. One of the most difficult parts to source was the rear light set which comes from Altisimo on a Ferrari 250GTE and with an eye watering price tag. The car now has a Harvey Bailey anti roll bar kit made from the original 1960s drawings (that took a bit of tracking down) and a very special, custom made, set of JA Pearce Magna alloy wheels and spinners from the recently re-launched JAP Engineering. A number of GKs wore these when new in the 60's.







The car was completed, believe it or not, the night before the June 2014 GK 50th Anniversary event at Eastleigh. I hobbled my way from Trowbridge to the hotel near Eastleigh with Lloyd riding shotgun. It was really a shake down as it was the first run since rebuild. Tense does not even begin to describe it, but a wonderful event ensued, with 49 out of the 99 (+ one from spares in 1970) built turning up over the weekend. Friday was Eastleigh beginning on the

airport car park roof – which is the site of the former Spitfire hangar where the GKs were built - a ceremonial wave-off and then down to Beaulieu for the day. Just magic. Mrs Jones and Owen joined us for Saturday and Sunday and we enjoyed the civic centre in Southampton followed by Winchester. A glorious start to GK ownership. But of course lots of bugs to fix.

Trips to Goodwood for the Revival in 2014 and 2015 plus a place on the lawn at the Wilton House Classic and Supercar event are some of the many benefits of owning a GK. Of course, it's a low volume car and recently in pieces so I have also spent my (un) fair share of time lying underneath it – memorably in the train station car park at Chichester experimenting with Zircotec heat shielding...in the dark. There are now just over 2200 miles on the clock since resto and all is well. 'Gordon' will be in the Goodwood Revival car park this year as usual.

Would I do another resto like this? Of course I would – probably as a broke divorcee, but you only live once.





# **Frenchay Village Show**

***We will have a display of Pegasus club cars***



***Please join us again this year!***



***Saturday 16th July***

***Frenchay Vintage Vehicle Day***

***at Frenchay Village Museum 2 - 5pm***



**Again there are free vintage buses to Frenchay Flower Show  
Please arrive between 1 and 1.30pm if you are displaying a vehicle**

**Entrance B of Frenchay Hospital BS16 1SZ**

**Free Entry - More details 0117 9570942**

# ***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.

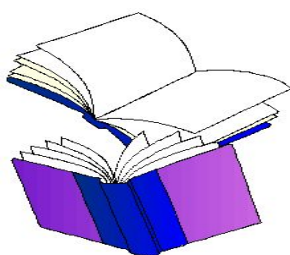
## **BPMC polo or sweatshirts**

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



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

**Help raise funds for Wiltshire Air Ambulance**



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

# Bristol Pegasus Fantasy Formula One 2016

## Results after Round 9 - Austria

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Alyson Marsden	Verstappen	Vettel	Red Bull	Rosso	Red Bull	471
Helena Sarsted	Button	Ricciardo	Red Bull	Rosso	Mercedes	468
Joe Robson	Hamilton	Verstappen	Red Bull	Rosso	Rosso	456
Mike Marsden	Ricciardo	Verstappen	Ferrari	Rosso	Mclaren	409
Mal Allen	Button	Hamilton	Haas	Red Bull	Williams	397
Steve Clark	Alonso	Perez	Red Bull	Sauber	Mercedes	393
Chris Thompson	Ericsson	Vettel	Mclaren	Red Bull	Ferrari	392
Dick Craddy	Alonso	Vettel	Mclaren	Red Bull	Williams	375
Kristopher Watts	Hamilton	Sainz	Haas	Mclaren	Mercedes	372
Sharon Reynolds	Vettel	Wehrlein	Ferrari	Manor	Haas	364
Charlie Emsley	Verstappen	Vettel	Sauber	Rosso	Mercedes	352
Ken Robson	Hamilton	Rosberg	Sauber	Rosso	Rosso	349
Simon Moss	Hamilton	Hulkenberg	Red Bull	Sauber	Rosso	348
Liz Moss	Button	Massa	Ferrari	Mclaren	Haas	324
Richard Ibrahim	Hamilton	Vettel	Mclaren	Rosso	Mclaren	322
Audrey King	Ericsson	Hamilton	Mclaren	Sauber	Ferrari	320
Ann Farrow	Verstappen	Vettel	Haas	Williams	Haas	317
Bob Bull	Bottas	Button	India	Rosso	Mercedes	315
Martin Emsley	Hamilton	Vettel	Haas	Manor	India	312
Bill Farrow	Grosjean	Kvyat	Ferrari	Mclaren	Haas	303
Mary Craddy	Bottas	Button	Mclaren	Williams	Red Bull	300
Tim Murray	Alonso	Magnussen	Rosso	Williams	Mercedes	300
Andrew Moss	Gutierrez	Palmer	Ferrari	Williams	Haas	298
Donny Allen	Massa	Sainz	Ferrari	Mclaren	Renault	287
Pete Stowe	Ericsson	Magnussen	Mclaren	Williams	Mercedes	278
Sam Thompson	Bottas	Grosjean	Haas	Williams	India	257
Matt Johnson	Alonso	Vettel	Mclaren	Williams	Renault	246
Charles Alexander	Magnussen	Vettel	Sauber	Williams	Mclaren	220
Jeff Oakley	Alonso	Bottas	Sauber	Williams	Williams	210



**Pegasus Motor Club**

**The 2016 Crumpled  
Cup Autosolo**

**Rolls-Royce - Bristol**

**Sunday 4th September**

**We are pleased to announce we will again be running an  
Autosolo at Rolls-Royce in 2016**

**For those who have not entered one before an Autosolo is a  
set of timed all forward tests around cones**

**A low cost, fun driving event rather than a memory test - our  
event is ideal for beginners or experienced competitors**

**Flowing tests  
No experience Required  
No competition licence  
No helmet or overalls**

**Suitable for most road  
cars - just turn up and  
join in**



**Regulations and entry details coming soon  
on the club website**

# **CASTLE COMBE**

## **AUTUMN CLASSIC**

**1st Oct 2016**



**Legendary Cars  
Spectacular Racing  
Re-live the Golden Era of Motorsport!**

**[WWW.CASTLECOMBEAUTUMNCLASSIC.CO.UK](http://WWW.CASTLECOMBEAUTUMNCLASSIC.CO.UK)**

DAVID JAMES 2015

**We will again have a club stand at the Autumn Classic  
Contact Nick Wood to display a pre-1970 car or volunteer to  
help. More details in the coming soon.**

# **Bristol Pegasus Track & Tuition Day Castle Combe**



**Saturday 20th August 2016**

**SOLD OUT - Reserve List Started  
Our Annual Combe Track Day**

**BPMC member price held for the 6th year at £129.00**

This is your chance to drive your own car at Castle Combe

- Around 6 cars in each session so plenty of track space
- Tuition from Castle Combe Instructor included in price
  - No extra charges for passengers
- Share tickets between two drivers or cars at no extra cost
- A true club day - run for the benefit of members not profit
  - All you need is a helmet and ordinary driving license
  - Sensible drivers with good on track driving standards

See club website [www.bristolpegasus.com](http://www.bristolpegasus.com) for entry details or contact Tim Murray if you require a printed entry form posted

**This event is always popular  
Now Sold Out - Reserve List Started**



## Deadline for Next Backfire: 23rd June 2016

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

## BPMC 2016 Events Calendar

Please Note updates shown **BOLD**

Month	Day	Date	Event	Location
Jul	Mon	11th	Evening Car Tour	<b>Start Cribbs Causeway BS10 7TL</b>
Jul	Sat	16th	Frenchay Car Show	Frenchay Museum
Aug	Sat	20th	Track Day	<b>Entries Now Open</b>
<b>Aug</b>	<b>Sun</b>	<b>21st</b>	Sunday Treasure Hunt	Finishing at an old village pub, organised by Ralph Colmar
<b>Sep</b>	<b>Sun</b>	<b>4th</b>	<b>Autosolo</b>	<b>Rolls-Royce</b>
Sep	Mon	12th	Club Night	BAWA 8pm
Oct	Sat	1st	Castle Combe Autumn Classic	Club display at the Castle Combe Classic Race Meeting
Oct	Mon	10th	Club Night	BAWA 8pm
Oct	Sat	22nd	Pegasus Sprint	Castle Combe <b>Entries Now Open</b>
Nov	Mon	14th	Club Night	BAWA 8pm
Dec	Mon	12th	AGM & Prizegiving	BAWA 8pm
Dec	Tue	27th	Christmas Autosolo	Aust

## 2016 Pegasus Evening Tour

**Monday 11th July - Meet at 7pm for a 7.30 Start**



Meet at Cribbs Causeway on the small road parallel with the A4108 between the Lamb and Flag Pub and Hollywood Lane, post code: BS10 7TL

**25 mile route will take 50 mins to drive**

Finish at the Salmon Inn Wanswell, Berkeley GL13 9SE

**Short evening scenic tour with finish at a good pub**

**Any car suitable - no entry fee - come along and join the Fun**