

Backfire

Bristol Pegasus Motor Club Magazine



Participants at the start of the 2017 ACE Classic Tour



July 2017

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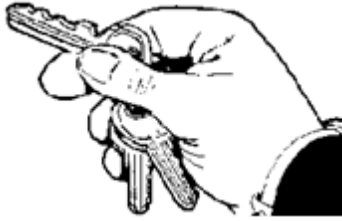
Backfire

Deadline for Next Backfire: 23rd July 2017

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

June got off to an excellent start with the Clubs ACE Classic Tour. The entry was slightly down this year, but we still had a good mix of cars and everyone seemed to enjoy the day. As well as those returning year after year the number of club members taking part seems to have steadily increased in recent years. The weather was kind to us for most of the day, although we had a downpour at the end, most of us had made it to the finish pub ahead of the worst of the rain, the sun appeared again for the journey home. Tony Joiner continues to be the driving force behind this event, and along with Spence who planned the route, did an excellent job.

Our June Club Night ventured south of Bristol for our Bring your Car night. Nick Wood did an excellent job of organising this for us at a new venue of the Carpenters Tavern at Dundry - we had decent weather and the pub made us very welcome.

Looking forward to July we have our evening tour on Monday the 10th. Ben Bishop has planned the route and it should be entertaining, so make sure you come along if you possibly can. Our August events are also looking good with the track day filling up and we also have our annual Sunday Treasure which is normally a lot of fun.

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 a couple of days of the regs being released - make sure you get your entry in soon.

I made a last minute decision to get the Marlin out from its summer hibernation and enter the MCC Testing Trial, which is held in an excellent field within sight of Glastonbury Tor. The event is a cross between a Grass Autotest and a Trial with all the sections timed, the field having interesting slopes and gradients to add to the challenge. There were 12 sections all running at the same time, quite an impressive piece of organisation, requiring a lot of volunteer marshals. Being organised by the MCC the event is unusual in that it has both Car and Motorcycles competing, the Cars under MSA regs and the Bikes under the ACU. There were a few familiar faces at the event - Spence had left his Parsons at home and instead used his BSA Bantam which is a lovely machine. Mal and Donny Allen along with Pete and Carly Hart did an excellent job of running one of the sections. Having taxed the Marlin the plan is to give it another run on the MGCC South West Grass Autotest on the 16th of July, before putting it away for another couple of months.

Meanwhile I am planing to do some small jobs on my 1970 Rover 2000; tidy up the engine bay area - I last did this back in the late 1980's so it is due a lick of paint in some of the less visible areas such as under the battery tray and put on a coat of underseal, but must admit I can't get as enthusiastic about lying on my back under the car whilst dropping lumps of waxoyl and underseal on my head these days

Editorial

“In scorched July, The storm-clouds fly” Christina Georgina Rossetti

I managed to pop a long to the well attended Bring Your Car Evening mid way through the month, but while I was there I got a call from work telling me that I would be going to Exeter the following day and from thence to Glasgow. I took it as a polite request to make sure I had plenty of rest and so regrettably left early.

Much of my free time this month has been spent in Stock, Essex with Peter Connew, his family and friends preparing his PC1 for Goodwood Festival of Speed, it's first public sighting on four wheels since 1973.

Peter and his cousin Barry Boor put in a huge effort to prepare the chassis, body and weld up almost a complete new rear suspension as the original rear wishbones had been lost in the mists of time.

After cleaning the wheels I moved on to making a 1969 DFV block, #944 ex John Love, which had spent a decade or more in journalist Doug Nye's shed, look presentable, re distributing the 2B bolts in the heads and fuel injector trumpet rails so that it did not look like any were missing and polishing the injector trumpets.

I was also given the responsibility of fitting various pipes though most of them will have thankfully remained unseen.

When I first met Peter in 2011 he was adamant he would like to see it on four wheels again as I saw the neglected tub for the first time, stuffed in willy nilly, with a load of giant plastic toys in his shed. Over the Goodwood weekend he was justly pleased with the work he had undertaken and talking about taking the PC1 back to Goodwood for a demo run up the hill as and when funds allowed for a DFV and DG300 with all the necessary parts contained within.

As usual I hooked up with Tim Murray, Pete Goodman, Dave Cutcliffe for our annual trip to the Festival of Speed, this year our merry company was joined by another former Rolls employee Alan Stubbings. When we got there I headed straight for the Connew which was resplendent in it's red and yellow Shell / Capricorn Sea Foods livery and was billeted next to the 1972 ex Rolf Stommelen Eifelland / March with which Francois Migault had diced for some of the 22 laps during the Connew's only Grand Prix start in Austria.

Other notable memories from the Festival were the glorious sounds of the 3 litre V12 Honda RA300 and the earlier 1.5 litre flat 12 Ferrari 1512.

In between the flying July storm clouds I hope to; be at the start of the Evening Car Tour on the 10th, look forward to the Frenchay Car Show, in particular the excellent lemon cake, on the 15 and playing skittles at Dundry on the 17th.

Wishing you all a safe month's motoring.

Ralph Colmar

Events Calendar

Monday 10th July - Evening Car Tour

46 mile evening scenic tour with finish at a good pub.

Everyone is welcome in whatever car you fancy bringing and there is no entry fee for our July evening car tour.

Start 19:30 Blackhorse Garage BS167AN

Finish approx 20:45 The Salutation Inn

Castle Combe SN14 7LH

Ffi :- Bishop bbbishop132@hotmail.com



Saturday 15th 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 15th of July. Refreshments including highly recommended cake will be available.

Club members wishing to show their cars arrive by 12:30. Ffi Andy Moss andy@mossdata.co.uk

Skittles Royal British Legion Dundry Mon July 17th

Tavern Motor Club have invited BPMC members to a inter club skittles match 8 o'clock for an 8.30 kickoff. There will be food served during the evening. Ffi timmurray99ATgmail.com

Sunday Treasure Hunt - August 13th

Our traditional free to enter Sunday treasure hunt will be run on Sunday August 13th full details in next month's Backfire.

Bristol Pegasus Track & Tuition Day Castle Combe 19th Aug

Tickets now on sale for our Annual Castle Combe Track Day, BPMC member price just £132.00

See club website www.bristolpegasus.com for entry details or contact Tim Murray if you require a printed entry form posted



Invitations

Production Car Autotest, July 16th, Claverham Court Farm

BPMC members are invited to the MG Car Club SW Centres MGs on Grass 2 Auto Test and Production Car Autotest on Sunday July 16th at Claverham Court Farm near Yatton, North Somerset.

Ffi :- Dave Coppock Cherry Cottage 89 Main Road Cleeve North Somerset BS49 4PN
Telephone 01934 834429 or e-mail dave_coppock_mg@hotmail.com



Marshals Wanted

Dick Mayo Sprint, Castle Combe, Saturday 29th July 2017

The Bristol Motor Club are looking for 30+ Marshals for circuit posts, paddock and start line duties and, as usual, all Marshals will be given a free hot lunch in The Tavern Restaurant in the paddock, quality raffle draw

ffi:- Mike Cole, Chief Marshal, Tel: 07980 416075, Twitter: @mcole7617

Remember When



Vic Elford borrowed this 1966 Porsche 911 demonstrator from AFN, seen with Rob Russell at the wheel at Goodwood and took it to Lydden Hill and drove it to victory in the very first Rallycross event in February 1967 ?

ACE Classic Tour 4th June



1949 Riley RM



1955 Doretti



Morris Minor



1965 Morgan



1978 MG Midget



1999 Jaguar XKR



2005 Porsche Boxster S



Ben Bishop & 1997 Westfield

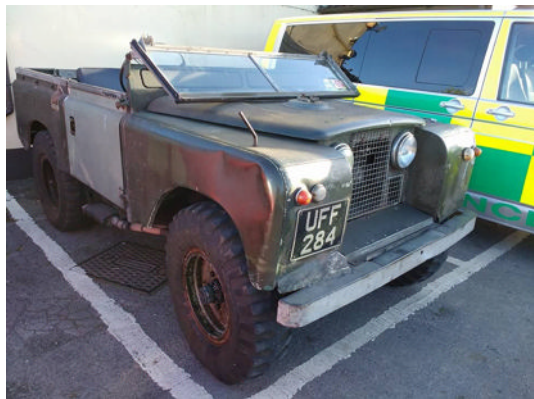
Bring Your Car Evening 12th June



1936 Railton Cummins Special



Americana Selection



1959 Land Rover V8



1976 BMW 4002



1989 Ford Sierra Sapphire RS Cosworth



1995 Rover Mini



1993 Parsons



2004 Mazda MX5

MCC Testing Trial - Sunday 2nd July 2017



Andy Moss

It's an uphill struggle

Ever suffered a nasty bit of discharge?

As Doc Morrissey would reply in 'The Rise and Fall of Reginald Perrin' ...'me too, I wonder what it is?'

Come the first day of April and I might have expected someone to pop a bit of Clingfilm over the khazi and laugh at the drumbeat and spray back. But no, it was one of my faithful motors that decided to have a laugh at my expense.

With July looming and a forthcoming jaunt up to North Wales with The Management for a nice weekend in Portmeirion, I had a plan of attack for the Lotus Esprit, which, in detail, was 'sort it out so it doesn't break down anywhere'.

I had heard good things about Esprit Engineering in Downton (I had hoped Downton would be infested with hot Mini Coopers but saw nothing more exciting than the odd Korean box) so I thought I would give them a try. They have seen more Esprit's than most so a service, MOT and a long list of 'stuff' was discussed and a plan arrived at. Now I was thinking leisurely drive down mid Saturday morning and my beloved agreed to follow me down and bring me home, in return for compliance with 'orders in general' for months to come. Seemed a fair trade.

That went a bit pear shaped before we started as Geoff at EE needed to be away by 9am so we agreed to get the car there for 08:30. It was ambitious, it was dark, it was wet and I was in a 1978 Lotus.

A battery charge and check over, a few days before, uncovered nothing unusual and the alarm went at 5am (just like a week day for goodness sake) and I got myself in the groove for some classic motoring. Started first time, the pop up lamps actually popped up and it was all 70's supercar cool.

Off we went and I noticed that, though the lights were up, they were candles. It was of course bucketing down with rain, but the Rainex was working a treat so the wipers did not need to be troubled, unless I wanted to make a turn, in which case I always switched them on instead of the indicators as they are 'that side'. Anyway. The Lotus sat at 70-75mph very smoothly and, to be fair, quietly. What a joy. Mrs Jones even managed to keep up and that's not a forgone conclusion. She generally prefers to hang back, miss the green lights, get stuck behind several trucks and then blame me for going too quickly. It's called marriage I think.

But as I peddled along the M4, I noticed that the voltmeter was reading less than 12 volts. Everything else was cushy. I started hoping for daylight so that I could switch the headlamps off or else we were going to run out of battery over a 2 hr journey.

Off down the A46, the Esprit was terrific and I was loving it – mostly. A call back to the boss required delicate articulation. I was enjoying myself, yes it was a good purchase, no they are not trouble like everyone says, no we don't have a problem and yes, we are going to make it on time. But I knew that when we stopped to get

some fuel, the bugger was not going to have enough battery to start. I did have a jump pack in the boot though.

Sure enough, a stop at the Texaco, fill up, back in the car and...click. That will be the solenoid still there then. Out of the car, fight the hatchback struts that are now working in reverse and trying to hold it closed, hook up the pack, back in the car and....spins well but of course has a jolt of heat soak about it. THE BOSS IS WATCHING. Ignore her, just make sure I look like it's all normal and you're checking something.

Third go with foot flat on the floor and whoom, 3000rpm and a cloud of soot. We're off. The rest of the journey was lovely but I had 'Volt Anxiety'. It's like 'Range Anxiety' that Guardian readers get driving a Nissan Leaf, but less sophisticated. As we approached Wilton, I noted that the engine temp was apparently falling to 50 degrees. No its not – it must be the gauge suffering from lack of current. Try the electric window...nope.

Oh, now the indicators have gone. Its hand gestures (no, not that one) in the slit like rear window as the boss is behind and is probably tut tutting at my lack of indication. Are we going to make it to Downton without stopping to hook up the jump pack? Now if it was a conventional front engined car, we would not be able to do that. But this mid-engined baby has plenty of room near the battery box. A great reason to be smug don't you think?

With all that lot going on, I make a wrong turn and head into Wilton instead of the second right. Damn. Quick U turn and it's clear the electric power steering has also gone AWOL.

Not far now and, as I turn into the industrial estate in Downton – without indicating of course – there is a little stutter. Was that the fuel pump? Surely not now, don't spoil the apparent majestic arrival in the eyes of the Boss!

I am almost freewheeling as I turn left again and make a wild guess at which (then) un-marked industrial unit to park next to. In the end there is no choice and the engine dies. We are outside #21. Onto 'tinternet to check and we should be at...21!! How about that?

With that, Geoff rolls up and has a good chuckle – seen it before of course. He liked the car and looks after another S2. But mostly, it's V8s and I counted no less than 4 Esprit V8s in his workshop.

He reckons they are a fair bit less trouble than the naysayers would have us believe and, as is mostly the case, if they are well maintained and used regularly, then they are a great



car to own. I fancy one but, as we agreed, the horse is rapidly bolting on most Esprits. No one has wanted a V8 until now, but the market has finally woken up. Of course S1s are though the roof, S2s are starting to chase them and early dry sump Turbos are getting expensive. An Essex Turbo is heading for £100K. Can you believe that?



Geoff had a nice little shopping list to go after and I was looking forward to getting it back. It's exactly what I imagined an S2 to be – an oversized Europa with most of the delicacy but a bit more refinement.

As a way of saying thank you, I suggested to Mrs Jones that we had plenty of time to find a cooked breakfast – which I tend to like and she is not that fussed about. Well it's the thought that counts.

So it was into Salisbury and the Twat Nav took us nicely to the Mecure Hotel and a fantastic Eggs Royale with a bit of smoked salmon trapped between a muffin and a soft poached egg and a splash of hollandaise over the lot. Tip top. She did comment that it was bit like having a treat. Well that's as close as I ever get, so I took that as confirmation that she had enjoyed the 6am chase of a 1978 Lotus in the dark and rain.



Two weeks later and she dutifully took me back to Downton to collect the car. Geoff had done a sterling job and on the way home it ran like a sewing machine. 14 volts, 5 bar of oil pressure and about 85 degrees on the temp gauge. On those 'A' roads it's quicker than you would imagine a 160bhp old school four pot. I was a happy bunny.

Portmeirion here we come. Job #1 now is to figure out how to hermetically seal her outfit into a bin bag so the oil fumes from the engine bay don't stink the dress out. That's another fine mess you're going to get me into...Stanley.

The village is famous for the filming of The Prisoner in his Lotus 7. If the Esprit plays up after all this effort, she will be locking me up, that's for sure.

Yours of a nervous disposition,

Jones the Speed

Bristol Pegasus Clubmans Championship Standings

Position	Name	Total	No of events	Organised or marshalled?
1	Ben Bishop	14.77	3	No
	Chris Thompson	13.40	3	Yes
3	Alan Spencer	11.10	3	Yes
4	Andy Moss	10.50	3	Yes
5	Martyn Davies	9.42	2	No
6	Tom Thompson	9.07	2	Yes
7	Ralph Colmar	7.01	4	Yes
8	Danny Castleton	6.04	2	No
9	James Robertson	5.97	2	No
10	Ade Welsh	5.58	1	No

Bristol Pegasus Marshals Championship Standings

Position	Name	Points	No of events
1=	Chris Thompson	6	2
1=	Tim Murray	6	2
3=	Nick Wood	5	2
3=	Mal Allen	5	2
3=	Alan Spencer	5	2
6=	Donny Allen	4	2
6=	Ralph Colmar	4	2



Chris Thompson 2nd in the Clubmans and 1st in the Marshalls Championships

Bristol Pegasus Fantasy Formula One 2017

Results after Round 8 - Azerbaijan

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	465
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	456
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	445
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	439
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	431
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	427
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	425
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	425
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	417
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	417
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	417
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	416
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	416
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	410
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	410
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	402
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	402
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	400
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	396
Mal Allen	Ericsson	Massa	Ferrari	Haas	Mercedes	392
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	390
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	389
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	386
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	380
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	380
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	377
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	370
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	363
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	361
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	353
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	346
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	342
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	333
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	332
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	322
Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	322
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	322

Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	315
Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	313
Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	308
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	306
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	290

2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
9	9 July	Spielberg	Austria	Sky
10	16 July	Silverstone	United Kingdom	C4 / Sky
11	30 July	Budapest	Hungary	Sky
12	27 August	Spa	Belgium	C4 / Sky
13	3 September	Monza	Italy	Sky
14	17 September	Singapore	Singapore	C4 / Sky
15	1 October	Sepang	Malaysia	C4 / Sky
16	8 October	Suzuka	Japan	Sky
17	22 October	Austin	USA	C4 / Sky
18	29 October	Mexico City	Mexico	Sky
19	12 November	Sao Paulo	Brazil	Sky
20	26 November	Abu Dhabi	UAE	C4 / Sky

New 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 your details are correct, will allow you to update your own information and ensure you get timely information from the club including reminders when your renewal is due. 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.

Please note that ALL members can check and update their own membership by accessing our new membership system at

<https://bristolpegasus.com/manage-your-membership/>

UPDATE : All members now get membership for a year from renewal or joining date.

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.

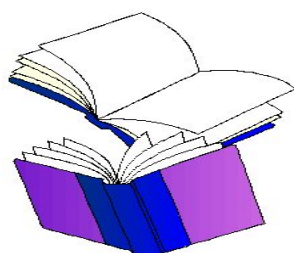
BPMC polo or sweatshirts

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- alanspencer@orange.net 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
and use the Amazon link to buy books, CD's /DVD's**

Bob Bull's F1 Facts Quiz No. 7

Throughout 2017 we will give you some of the strangest statistics from F1 covering the years from 1950 through to 2015; we will ask 5 questions a month.

Of course you could Google the answer but where's the fun in that, so here we go:

Quiz No 7

British GP special

How many GP's have been run at Silverstone up to and including 2015?

Fastest Lap (in timed Practice)

Most Cars on a British GP Grid

Most cars on lead lap at finish?

Most cars retiring?



And for fun a picture Recognition (not F1!)

Answers to Quiz 6

After Ferrari and Cosworth which engine manufacturer has started most races?

Renault

Apart from Cosworth which engine manufacturers to have won every race in a season?

Honda, Renault

Which Engine Manufacturers had 1 Pole position?

Porsche, Mugen, Playlife,

Which 2 Engine Manufacturers won a single race?

Porsche, Weslake

Which Engine types won a single race?

Flat 8, H16

Answers next month with quiz no 8

Goodwood Festival of Speed 29th July



Brian Redman 1958 Vanwall VW5/VW11



David Franklyn 1966 Ferrari 275 GTB #08213



Mercedes-Benz 300 SEL 6.8 AMG Rote Sau Replica



Arturo "Art" Merzario



Peter Connaw



1972 Connaw Ford PC1 #PC1 02



René Arnoux



Perluigi Martini BMW V12 LMR

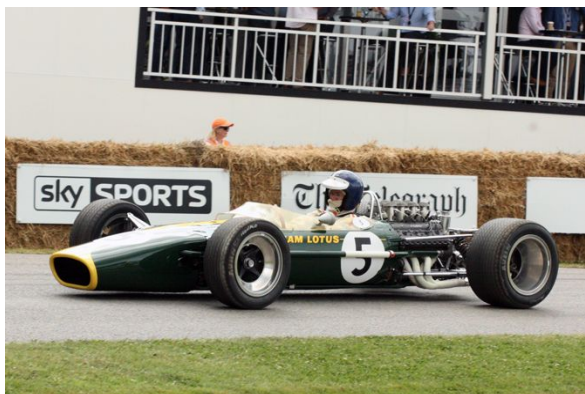
Goodwood Festival of Speed 29th July



Tom Dollmeyer 1952 Kurtis Cummins Diesel Special



Andrew Newall Ferrari 250 GTO/64 #4399GT



Chris MacAlister 1967 Lotus Ford 49 #R2/R11



Richard Morrison 1991 Chevrolet Lumina



Ayrat Mardeev 2017 Kamaz T4



"Quick" Nick Heidfeld 2017 Mahindra M4Electro



Mark Higgins 2016 Prodrive Subaru WRX STI



Justin Law 1993 Jaguar XJR12D #193

Frenchay Village Show

We will have a display of Pegasus club cars



Please join us again this year!




Saturday 15th July

Frenchay Vintage Vehicle Day

at Frenchay Village Museum 2 - 5pm



**Again there are free vintage buses to Frenchay Flower Show
Please arrive between 12.30 and 1pm if you are displaying a vehicle
Entrance B of Frenchay Hospital BS16 1SZ - Free Entry
Pegasus Contact Andy Moss - andy@mossdata.co.uk**



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New Club Event for 2017

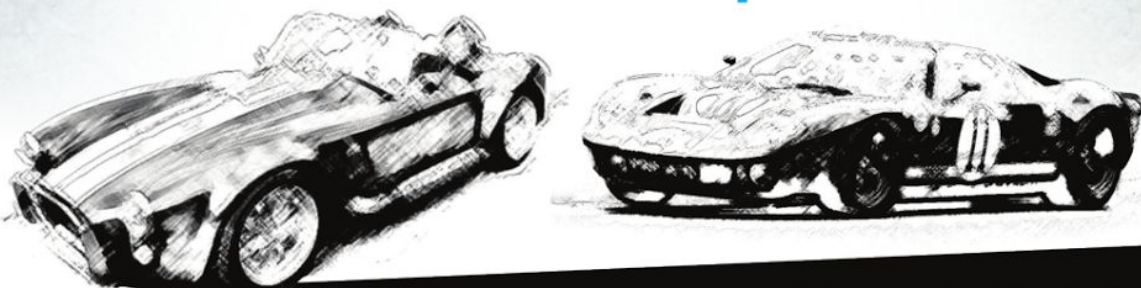


ORGANISED BY

**BRISTOL PEGASUS
MOTOR CLUB**

IN AID OF

St Peter's Hospice



SUNDAY 24 SEPTEMBER 2017
Open to Classic as well as interesting sports and kit cars



Start and Finish at Oakham Treasures, Portbury BS20 7SP

Beautiful coastal route

To enter apply online at

<https://bristolpegasus.com/classictour>

NO ENTRIES ON THE DAY. Entries limited so don't delay!

Bristol Pegasus Track & Tuition Day Castle Combe



Saturday 19th August 2017

Tickets now on sale for our Annual Castle Combe Track Day

BPMC member price just £132.00

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 for entry details or contact Tim Murray if you require a printed entry form posted

**This event is always popular
Send your entry in NOW !**

BPMC 2017 Pegasus Events

Club Calendar

Date	Event	Location
Mon 10th Jul	Evening Car Tour	
Sat 15th Jul	Frenchay Car Show	Frenchay Museum
Sun 13th Aug	Sunday Treasure Hunt	
Sat 19th Aug	Pegasus Track Day	Castle Combe
Mon 11th Sep	Club Night	BAWA 8pm.
Sun 24th Sep	NEW - St Peters Charity Tour	
Sat 7th Oct	Combe Autumn Classic	Castle Combe
Mon 9th Oct	Club Night	BAWA 8pm
Sat 21st Oct	Pegasus Sprint	Castle Combe.
Mon 13th Nov	Club Night	BAWA 8pm
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust

Backfire



BPMC Club Secretary Tim Murray gives marshals a wave from the passenger seat of Duncan Pittaway's fire breathing 1913 FIAT S76 upon returning to the paddock after a timed run up the Goodwood Hill.