

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Club Chairperson Norman Kell & Ian McLeod, Austin A35 January 1960 Photo Club Archive**



**July 2022**

# Bristol Pegasus Motor Club

Club Motorsport at its best



**Recognised  
Club**

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

## **Who's Who in Bristol Pegasus Motor Club**

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Vice President – Bob Hart [bob.hart@bristolpegasus.com](mailto:bob.hart@bristolpegasus.com)

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Committee Member – Ben Bishop [ben.bishop@bristolpegasus.com](mailto:ben.bishop@bristolpegasus.com)

### **Other Club Contacts**

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## **Pegasus on the Web and Social Media**



Website – [www.bristolpegasus.com](http://www.bristolpegasus.com)



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



Photo Gallery – [gallery.bristolpegasus.com](http://gallery.bristolpegasus.com)



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Instagram – [www.instagram.com/bristol\\_pegasus\\_motor\\_club](https://www.instagram.com/bristol_pegasus_motor_club)

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**We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: [backfireATbristolpegasus.com](mailto:backfireATbristolpegasus.com)**

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



## Nick's Natter

The date for our Anniversary bash draws ever nearer. Currently we have confirmed attendance of 23 x Formula 500s, 13 x Historic Abarths, Ian Hall's Darrian GT, Chris Hartnell's historic dragster and many more varied marques. Hopefully there will also be a few surprises.

For the evening's entertainment; the Hog Roast has been confirmed, the Tavern bar will be open and there will be live music. Survivor's Breakfast will be available from the Tavern on Sunday morning for the campers. We went up to Castle Combe on Sunday to scope out the facilities and invited a few more people. The marquee and Hog Roast will be adjacent to the Tavern on the grass. The camping will be behind the aptly named camp corner.

PLEASE CONTACT ME IF YOU WISH TO CAMP AND/OR IF YOU ARE COMING TO THE HOG ROAST

We paid a visit to the excellent Miller's Speedshop to collect my Pontiac after having a new carb fitted, tune-up & a de-smog. Had a lovely chat with Ifan and a look at a couple of cars, it was a good day. Enjoyed the drive home and hopefully there will be many more outings if the cost of fuel doesn't bankrupt me

For those of you who missed the coverage at the weekend, here are some jubilee clips:



**Nick Wood**

## Editorial

Welcome to July's edition of Backfire !

Regrettably we have to announce there have been some changes on the committee. Andy Moss has decided to step back from all further involvement with the committee, we would like to thank him for his huge contribution to the club over the last 30 years, which includes serving as the Committee Chairman and more recently as the Competition Secretary.

Unsung in the background Andy has also been responsible for printing and mailing the hard copy of Backfire for many years. I am sure you will join us in wishing Andy all the best as he pursues his other interests and new experiences and look forward to seeing him at future club events.

A consequence of this development is that the committee has made temporary arrangements for Backfire to be available in print, only until the end of 2022 and then digital only (downloadable from website) from the start of 2023, unless someone would like to step forward to take over the printing and postage?

In the interim, copy for the Backfire must be with me by the 20th of the month so that I can get it to our temporary replacement printer.

As this issue is going to the press we will be at Llandow for our annual Sprint organised with the Bristol Motor Club on Saturday June 25th, and the following day there will be another Breakfast Meet at the Dean Forest Railway on Sunday June 26th, these events will be covered in our August Issue.

This month's Club meeting at the Plough in Pilning will be at 7pm on Monday July 11th.

Coming up at the end of this month is our delayed 75th Anniversary at Castle Combe which will be celebrated along with our annual track day on July 30th. The July Breakfast Meeting will be at the Forest of Dean on the 31st.

With luck I should be out for the two activities at the end of the month and look forward to catching up with everyone at Castle Combe and Forest of Dean.

Thanks for contributions to this month's issue from Alex Barton, Chris Hartnell, Phil Jones, Andrew Moss, Tim Murray, Richard Reynolds, Pete Stowe and Nick Wood,

Wishing you all a safe month's motoring !

**Ralph Colmar**

## Events

**Monday 11th July - Club Night - Plough at Pilning - 7pm**

**Saturday 30th July 75th Anniversary Celebration and Trackday Castle Combe**



There are still spaces available for the Trackday, so don't delay if you haven't made your entry yet.

Anyone wishing to bring along a vehicle that has participated in any previous Bristol Pegasus Motor Club and or Bristol Aeroplane Company Motor Sport Club event in any discipline, Treasure Hunt, Autosolo/test, Production car trial, track day and or Sprint etc over the previous 77 years, please contact Nick Wood at

[nickswood@hotmail.com](mailto:nickswood@hotmail.com)

Online entry:

<https://bristolpegasus.com/online-entry-forms/castle-combe-track-and-tuition-day-2022/>

**Saturday 15th October - Pegasus Sprint Castle Combe**

Entry details to follow.

## Invitations

### Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.





05-Jul Anthony Reid (3rd Le Mans Porsche 962) - His Racing Career  
02-Aug John Cleland - His Motor Racing Career  
06-Sep Tom Falconer (TBC) - LOTUS & Chevrolet Corvette  
18-Oct Ian Doble - "LOTUS Cars, Engineering and beyond"  
01-Nov Henry Mann - Alan Mann Racing  
06-Dec Ivan Dutton - His cars and new racing protege.

### "Backdraft" Slingshot Dragster History

The slingshot dragster was originally built in Leicester in 1969 by a team of 5 people. It was named "Malibu Express", ran a Chevy engine and sported purple metal flake paint and a streamlined canopy over the cockpit. The car ran in the low 11's at around 130mph, and was campaigned at tracks from Woodvale to Silverstone to Santa Pod.

In 1973 it was sold to Malcolm Olley of jet car fame and he renamed it "Pink Panther" and repainted it pink. He ran without the canopy, posting a best of 10.22.

The whereabouts of the car are unknown from around 1975 to 1992, when 'Crazy' Chris Hartnell bought it from an ad in a magazine.

Chris spent 3 years rebuilding it from more or less an empty chassis with some bodywork and front axle. He renamed it "Backdraft", built a Chevy engine running with a carburettor and painted it red with flames, debuting in April 1995. Over the last 27 years Chris has continuously improved the slingshot, and it now runs with injection on methanol, with a wheeling current best E.T. of 8.629 at 153.57 mph!







## Richie Devall



Photo Bristol Pegasus Motor Club Archive

My good friend and lifetime petrolhead Richie Devall very sadly passed recently. Richie hailed from Walton-on-the-Hill in Staffordshire, born in 1944 he started to learn to drive in '56 on his Uncle's farms grey Ferguson Tractor. Upgrading to a car at 16, a 1930's Morris Minor driven on Cannock Chase near his home, then passing his test in '62 in an instructor's Mini.

First in his family to buy a car, it was a 1934 Austin 7 saloon bought from a fellow apprentice at Stafford College, complete with a birds nest under the bonnet, which required lots of refurbishment. This was the start of a lifetime of buying cars that needed much DIY, modifications and TLC!

This was followed by an Austin 7 Nippy sports car which required most of the mechanical parts of the previous 7 Saloon, that was later scrapped.

Married to Chris in '66, a new Fiat 500, moved them into post-war machinery. Richie didn't appear to keep his cars for long, changing to an MGB engined TVR MK4, a Ginetta-Ford, MG1100, a series of boring family cars, Saabs and Rovers as sons Pete and Rob grew up mid 70's, having moved to Bristol and BAE in '73.

By the early 80's, Chris a very supportive wife suggested Richie buy a "hobby classic car," finding Classics had a very high price tag, he decided he must build it himself, a typically "can-do attitude.": A Burlington Arrow based on a Herald chassis and running gear ,using wood, ally, screws, rivets and glue. Fortunately Richie enjoyed woodwork as well as engineering!

Later a MK4 Davrian-Imp started his Sprinting/Hillclimbing Davrian journey. As the Boys got into cars he was having to rebuild several Minis for and with them.

Back to Davrians, a Mk8-Ford with an ex- Rallying heavy bodysell, Beetle transaxle and cast iron Ford hanging outback proved to require very careful Sprint handling, being so very tail heavy.

A wooden chassis Marcos 1600GT followed and was Sprinted regularly for five years with 30 plus events, until in '98 Richie's dream car a Modsports Davrian Dragon with a Crossflow-Ford mounted between the rear wheels proved to be so much more agile than the previous rally car. This was a fabulous, fun and rewarding car to drive. Richie generously invited me to drive at Colerne '99 when I was struggling to complete my Darrian. (yes a minor name spelling change after the original Davrian Co. changed hands.)

In 2000 Richie's health deteriorated; and an amazingly donated kidney from wife Chris successfully allowed him to recover his health and planned to restart Sprinting in 2003.Sadley the plan was scuppered when the Dragon caught fire and burnt-out after an engine failure at Llandow testing.

Trying to recover from this catastrophe an ex-one make racing series GinettaG27 was obtained, followed by a Lotus Elise and finally a Pug 106 all Sprinted and shared with elder son Pete who still Sprints the later.

Sadly Richie's health deteriorated again.

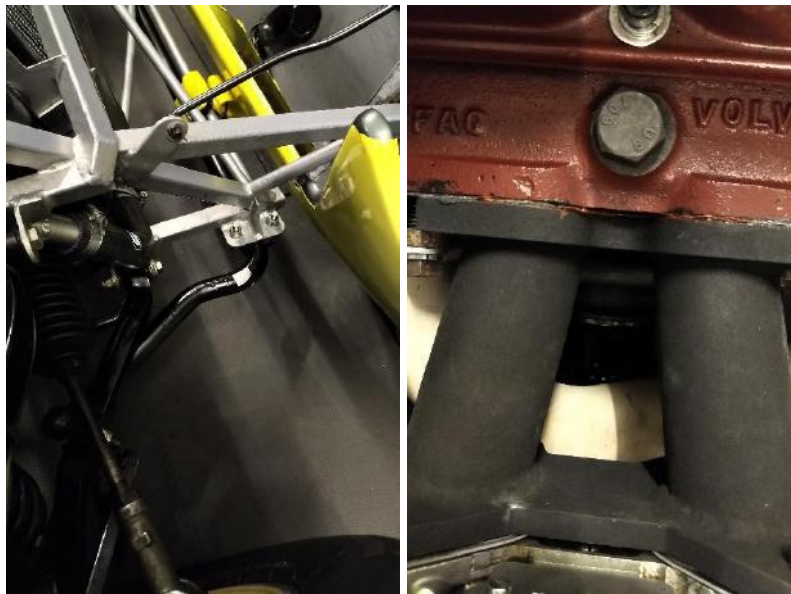
I feel very proud and privileged to have known this wonderful unassuming and generous family- loving man. My sincere condolence together with the rest of the members of the BPMC go to Chris, Pete, Rob and all of Richie's family and friends

Ian Hall

## It's an uphill struggle....

*...but not only mine this time...*

We kicked off Spring by getting the Marcos 1800GT ready for its next event at Shelsley Walsh. Lloyd is entered in the MAC Thorne Wines championship, which looks excellent, with a great variety of venues. After Goodwood, I ordered up a 1" front Anti Roll bar to replace the 7/8" that we had at Goodwood. It doesn't sound much different but its 14% on diameter and, when multiplied by the leverage of the arms, it should make a difference. Lloyd fitted it one Friday afternoon and we followed that up with an oil and filter change.



Previous filter changes were full of dread as we had always needed Owen's slimmer arms to get the filter off – its helpfully concealed by the black inlet and white exhaust manifold. You can't get to it from beneath and, from the top, you can see it, but you need a surgeon's tool kit to touch it. That faint shiny line in the photo is the base of the oil filter!

But Owen is not what he was a few years ago so he is slowly becoming less useful...

Anyway, Lloyd procured an oil filter tripod clamp (I have always used a bike chain) which I thought wasn't going to work but, with a bit of improvisation, got the thing off pronto. A sump full of Millers 10W60 NT synthetic and we were done. Cushty, Rodney old son.

Lloyd is not insured to drive the 1800 GT on the road, so I at least perform some useful role as road tester. A spirited run round some local roundabouts indicated that the front didn't want to understeer and the rear was 'on its way' somewhere else, so it looks like the front bar may help a bit. We won't really know until we get to another circuit and the hillclimbs are unlikely to show much change.



I followed up this palaver with an oil change for the Elan, but not until I had taken it for a much-needed spin, dropped the oil and then found the oil filter box on the shelf was empty...

The spin was very rewarding – not far, just a local coffee stop on a Welsh hill but, this time, I managed to escort my beloved for an afternoon spin without a wheel falling off. I have to tell you that things go much better when all 4 wheels stay on. Her confidence brimmed.

It was meant to be a walk and a coffee but, unexpectedly, it turned into an impromptu classic car show with a 70s Fiat 124 Spider parked down the road and then a lovely 1985 W123 Merc. Some (most?) of you might think of them as a Moroccan taxi and, of course, you would be right, but I like them. Best built car ever in my opinion. This was a 17K mile, basic 200 with a carb, cloth seats and wind-up windows. I had a good chat with the owner, whose 92-year-old mother was in the passenger seat. He was shortly to retire and was going to take the W123 for a month-long drive to Spain. It's the right car for the job.

With a couple of the garage slots free Owen managed a comfortably sheltered major service for the Abarth 500SS – doing 2K miles a month they come round a bit too often. No sooner was it back out of the garage than I collected the 350SL which had been serviced and fettled. Cleaned too. Never looked better. Now safely tucked away.



And so to Shelsley, on an overcast but fine Sunday.

It was a club event, so a smallish field but, nevertheless, it ended up being one of the longest meetings that I can recall with multiple offs and breakdowns. It was a case of hurry up and wait...

The Marcos ran well in a historic class of 5, alongside a rapid (original) Ginetta G4, Lotus Elan 26R and then two Sprites, a 1293 and a 1380 full race car – beautifully done too. With all the delays, there was more talking than driving going on so, frankly, even though I was not entered and was merely throwing a few spanners about for Lloyd, I hardly noticed the difference. I might have been a touch less moist in my civilian gear I suppose...



Lloyd hadn't done Shelsley before and nor had the 1800. It was hard to tell whether the front bar made any difference here. Practice starts in the morning were a bit so-so as it doesn't have huge torque and the start is, of course, properly uphill. So 42s in the morning. But come the timed runs, it came together a bit better and he was in the 38s. That compares to 37 dead which was the best I ever got out of the Mantis V8. I always thought it should have been a good 2 secs quicker but, no matter how hard I tried, including 'optimising' my lines to the extent that I clipped an inside bank, I could never get it below 37. So, the 1800 was, as at Goodwood, close to the Mantis but there yet. But with more practice think it will be.







At the end of a long day he was 3<sup>rd</sup> in class, which felt about right.

But the real 'win' on the day was a nice piece of beef brisket. I had enjoyed a brisket sandwich at a local farm shop café and was desperate to recreate it at home before I forgot the whole plot.

So, while we were busy towing the car home on Sunday evening, the beef was simmering away in a pot with garlic, red onion, small tomatoes and cranberries in a red wine and water mix. Once everything was unloaded and put away, that brisket found its way between two slices of Ciabatta bread and a bit of salad. Helped along with a glass of Vino de Collapso (Rodney...), that 3<sup>rd</sup> in class became proper win. Lovely Jubbly.

*Jones the Speed*

## Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Pegasus Sprint Updates and Photos
- Event invites



**NEW : You can now view the group without Joining facebook.**

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

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

## Motorsport UK RS Clubman licence



### Renew or Apply for your free 2022 Licence now !

**From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge.** If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

**Online Application for the FREE RS Clubman licence begins here:-**

<https://rsclubman.motorsportuk.org/>

# ***Bristol Pegasus NEEDS YOU !***

**The successful running of club events requires Marshals and Organisers**

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**Be close to the action**

**Meet Other Club Members**



## **BPMC Pin Badges**



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

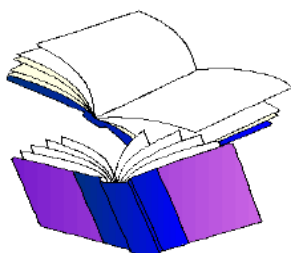
## **BPMC polo or sweatshirts**

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



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## 50 Shades of Red

June proved to be a busy Month for Madge with a ten day trip in progress as we go to press.

On the first day we headed from Rickmansworth along a scenic route, passing through the country's oldest Parish of Monks Risborough, established in 903, for a hotel just outside Cheltenham.



After checking in I proceeded to Prescott where I availed myself of a delicious plate of fish and chips in the Bugatti Owners Clubhouse before walking the course in preparation for my debut at the track the following day.

At the start line I joined Campbell Adams who drives an 1100cc Kawasaki powered OMS and he gave me a few tips on the way up, I had to take some of them with a pinch of salt when he confessed that he had a significant amount of experience with a rally car. I didn't doubt his sincerity, I just doubted I'd find the sort of courage he was espousing up one of the country's more sinuous tracks where error in short order leads one either into the barriers or down a very steep grassy incline !

After a very good nights sleep I was up at the crack of a grey dawn and making my way to a hearty breakfast in the Bugatti Owners Clubhouse. Properly nourished I prepared Madge for the days activity met the Clerk of the Course for my newbie induction and was advised by the scrutineer to seal up the boot as hitherto unbeknown to me there is an air passage from the boot twixt the rear wheel arches and rear wings that leads straight into the cockpit.

I'll have to get the tin snips out when I get home, one has to feel for the poor old scrutineer, he points out one thing while completely missing another, packing up after the event I noticed I had completely forgotten to fit the towing straps !

I met a couple of MX5 friends from my Scottish adventure earlier in the year before going to the startline for the first time. My main worry was would I make it round the ridiculously steep Pardon hairpin without stalling. Photo Alex Barton



The run passed in a blur and of course Madge had no problems negotiating Pardon where fellow Bristol Pegasus Motor Club Member Micheal Davis was marshalling. Thanks for marshalling Micheal !

For the following runs I decided to stay in second gear all the way and focused on finding a smooth line up the hill, making maximum use of Madges rev range; this policy knocked seven seconds off my times with the third run being .02 seconds slower than the second. Consistently slow but I was beginning to get a feel for the track and I was still faster than four other Classic Marques competitors all though still slowest of the MX5's.



Meanwhile poor fellow Bristol Pegasus Motor Sport Club members Phil the Speed Jones and his son Lloyd were struggling with the electrics on their pristine Volvo powered Marcos 1800GT, sadly despite their best efforts they ended up having to scratch their entry.

Then it started to rain which knocked any progress in the two afternoon runs on the head. Before setting off I

purchased a throw up tent, it was not completely waterproof but kept my things dry, unfortunately folding it up proved nowhere near as easy, I got there eventually not quite the last to leave the paddock.

From Prescott I pooped over to Sherston to have a splendid dinner with Liz and Dave Cooper before heading down to Taunton. To my eyes the clouds appeared to have lifted a bit as I set off so I optimistically put the top down, by the time I was on the M5 it was bucketing down, not an issue for me as at anything over 40 mph most of the rain passes over my head, however unbeknown to me a puddle was collecting in the dropped hood the like of which I had not experienced before.

After refuelling in Bridgewater I mopped up the water that had collected in the dropped hood and headed for another good night's rest in Taunton.



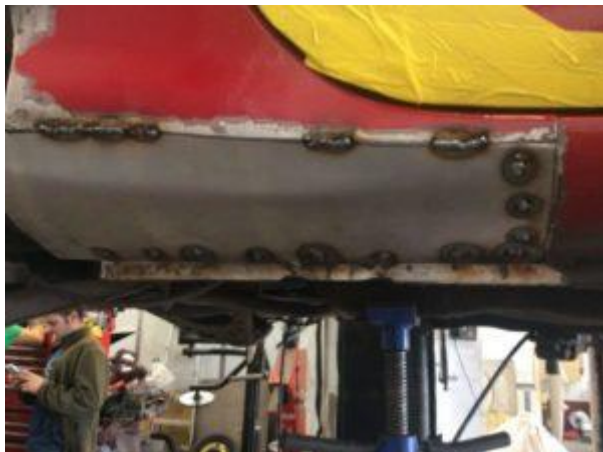
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# Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Canadian GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	889
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	889
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	815
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	795
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	773
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	773
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	756
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	740
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	725
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	708
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	683
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	682
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	654
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	642
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	631
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	628
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	609
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	598
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	587
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	583
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	573
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	564
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	563
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	554
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	538
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	533
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	488
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	476
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	415
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	415
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	413
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	400
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	383
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	378

Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	330
Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	324
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	320



## 2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
10	British	 Silverstone Circuit, Silverstone	3 July
11	Austrian	 Red Bull Ring, Spielberg	10 July
12	French	 Circuit Paul Ricard, Le Castellet	24 July
13	Hungarian	 Hungaroring, Mogyoród	31 July
14	Belgian	 Circuit de Spa-Francorchamps, Stavelot	28 August
15	Dutch	 Circuit Zandvoort, Zandvoort	4 September
16	Italian	 Monza Circuit, Monza	11 September
17	Singapore	 Marina Bay Street Circuit, Singapore	2 October
18	Japanese	 Suzuka International Racing Course, Suzuka	9 October
19	United States	 Circuit of the Americas, Austin, Texas	23 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	30 October
21	São Paulo	 Interlagos Circuit, São Paulo	13 November
22	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	20 November

## Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on [bbbishop132@hotmail.com](mailto:bbbishop132@hotmail.com)



## 2022 Events Calendar

Monday May 9th	7 pm Club Night	Plough at Pilning
Sunday 26th June	Breakfast Meet	Dean Forest Rly
Monday 11th July	7pm Club Night	Plough at Pilning
Saturday 30th July	75th Anniversary and Trackday	Castle Combe
Sunday 31st July	Breakfast Meet	Dean Forest Rly
Sunday 27th August	Breakfast Meet	
Sunday 24th September	Breakfast Meet	
Saturday 15th October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	

## Automated Membership System

The system allows 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 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.**

## Backfire



## PETROL & STEAM

Pegasus Motor Club's Breakfast Meet will continue from  
April 24<sup>th</sup> until the 30<sup>th</sup> of Oct  
on the last Sunday of every month at  
Dean Forest Railway, Forest Road, Lydney GL15 4ET  
from 0930 hrs.

All types of motor vehicles welcome  
Refreshments will be available.





Delayed from 2020, the Bristol Pegasus Motor Club will now hold its 75th anniversary celebrations at Castle Combe Circuit on

**Saturday 30th July 2022**

in conjunction with the 40th running of the club's annual

**Castle Combe Track Day**

The event will celebrate over 75 years of motorsport activities of the Bristol Pegasus Motor Club (previously known as the Bristol Aeroplane Company Motor Club) and its predecessor the Bristol Aeroplane Company Motor Sports Club, including:

- The Filton Sprint and the origination of 500cc Formula 3 in 1945
  - Over 55 years of the Cross Trophy Trial
- 45 continuous years of sprint organisation (Wroughton, Colerne, Sparkford, Castle Combe, Hullavington & Llandow)
  - 40 years of track days at Castle Combe
- Over 30 years of the Pegasus Sprint at Castle Combe

In addition to the usual track day there will be:

- a display in the paddock of the classic and competition cars of club members and special invited guests
  - lunchtime track parade sessions for members & guests
- mid-afternoon fast track laps of competition cars (by invitation)

And on Saturday evening:

Food & beverages (possibly a hog roast)

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On-site camping will be available Friday & Saturday nights (must be pre-booked)

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Further information will be released when details have been finalised.

To register an interest in attending/displaying a car Club members should e-mail:

[nickswood@hotmail.com](mailto:nickswood@hotmail.com)

General information on the Track Day can be found at:

[www.bristolpegasus.com/castle-combe-track-and-tuition-day](http://www.bristolpegasus.com/castle-combe-track-and-tuition-day)

Club website: [www.bristolpegasus.com](http://www.bristolpegasus.com)

Event remains subject to any Government guidance regarding Covid-19