

Backfire

Bristol Pegasus Motor Club Magazine



Neil Thomas Ford and Ken Robson BMW Shakespeare Raceway 2016

Photo Andy Moss



June 2020

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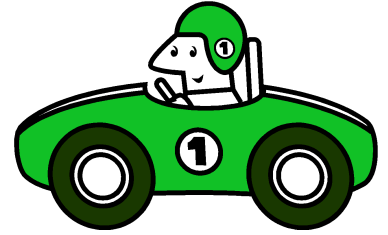
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Automated Membership System

We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com .

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

Nick's Natter



Hello to all club members,

Here we are once again with not a lot to report on the motorsport front but hopefully July will be the month when events start to happen. Bristol MC are still intending to run their sprint on 18th July.

A group of us were planning to go to Thruxton on July 26th to watch Ian Hall race in the Classic Sport's Car Club meeting, but it now looks as though this will be behind closed doors.

Apparently we are nearly fully subscribed for the track day in August which is a good sign.

At this moment in time the Breakfast meet at Sparky's is sadly on hold.

I trust you are all enjoying the lovely sunshine. Here's a picture to cool you down! Cotswold Clouds 2019.



Editorial

Greetings from Backfire Towers, well 2020 is certainly a year that keeps getting weirder, a couple of weeks ago it was announced the NHS contract with the company I had been working for in Scunthorpe had been temporarily suspended and just before the beginning of the month the company in Liverpool that had temporarily been awarded the same contract by the NHS got in touch saying they wanted to take me out of furlough.

Happy days, gone is the old 15 plate VW T5 replaced by a hired black 19 plate Mercedes Vito Touring, dubbed Dark Star, with a magnetic ambulance sticker on the bonnet and a magnetic blue light stuck on the roof.

I have not got round to doing much with Madge, but have agreed to enter Dave Cooper as a second driver on a few speed events this year, looks like I'll be in for a baptism of fire at Shelsley in July. Sadly but understandably Classic Marques has decided to postpone it's championship until next year.

Club wise aside from Backfire not much has been happening though planning is going ahead for events once CV19 have been eased, note all events scheduled in the magazine are subject to change in the light of government guidance on what is permitted as safe activity.

My thanks to Dave & Liz Cooper, Phil Jones, Mike Kason, Andy Moss and Richard Reynolds for getting this month's issue out.

Wishing you all a safe lockdown.



Peter Tomlinson found out just how savage Top S at Shelsley can be last year.

Wanted To Rent :- approx 5.5m / 18ft long x 2.7m / 9ft wide garage preferably lockable, power and lights desirable but not essential, to keep alternate weeks Golf Estate / MX5, 10 x wheels and 1 Mazda MX5 Hardtop and a small quantity of tools. Preferred location anywhere within ½ hour drive of Winterbourne. Please get in touch backfireATbristolpegasus.com

Ralph Colmar

Events Calendar

Following government guidelines all our competitive events are cancelled until at least the end of June we are hoping our earliest club event might be :-



Sparky's Breakfast Meet **Postponed Until Further Notice**

Sunday 19th July - Summer Autosolo - Postponed

Our venue is currently closed due to Covid and therefore is not available to hold this event at present.

Saturday 29th August - Track Day

Please note due to changes to Castle Combe calendar due to covid our date has moved by a week to the 29th. Those who have already entered will have been contacted already. We only have a few places left so enter ASAP, but no need to pay just yet. We will mark our 75th Anniversary on the day but our main celebration has been moved to the Pegasus Sprint on the 17th of October.

<https://bristolpegasus.com/castle-combe-track-and-tuition-day/>

Sunday 20th September - ACE Car Tour

Our 2020 ACE Car Tour has been rearranged for Sunday the 20th of September. We will accept entries online, but not ask for payment until the event is confirmed. All we ask is for you to let us know if you decide to cancel your entry. As always every penny of your entry fee for this event will go to charity.

<https://bristolpegasus.com/online-entry-forms/ace-classic-tour-2020/>

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start. Following government guidelines all our events are cancelled until at least the end of June.

Frenchay Vintage and Classic Vehicle Show - Postponed

Next to be held on Saturday 17 July 2021 in conjunction with the hugely popular Frenchay Flower Show.

<https://www.frenchayflowershow.com/frenchay-vintage-and-classic-vehicle-show>

It's an uphill struggle

Nostalgia was better back then...

Back in the 70's I used to follow the Grand Prix ('eff one as we call it these days), reading reports in Autocar by Peter Windsor and Alan Henry and watching the occasional BBC Grandstand slot of a weekend.

I remember Peter Windsor running a Fiat X1/9 1300 Autocar 'Long Term Test' car, Niki Lauda and Clay Regazzoni in Ferrari 308GTBs, Ronnie and Mario running about in Esprit S2s and everyone else in 450SEs. It was all so damned exotic.

Those 1970s years were special. In the same way that people can remember where they were when JFK was assassinated or Princess Di had her accident in Paris, the day Niki Lauda crashed at the Nurburgring I was in North Wales on summer hols. All I had was the daily papers and the news on TV. I was a big fan and it was a catastrophe.

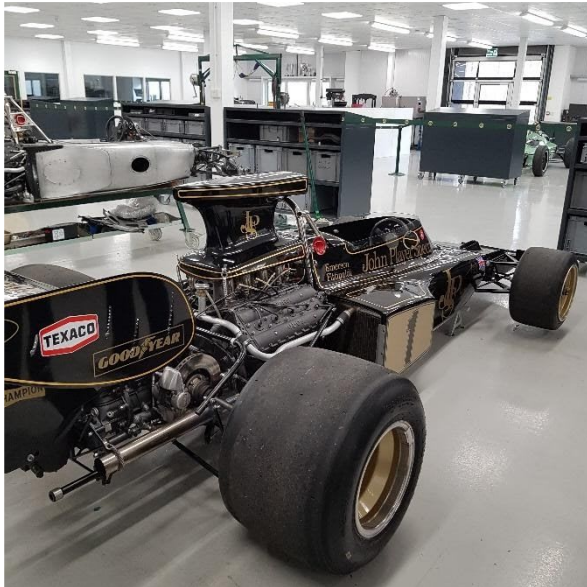
So imagine my surprise and delight when the C.O. presented me with 3 tickets (for the boys and me) to go on the Classic Team Lotus tour and get a hearty dose of that 1970's racing nostalgia. Bingo. Bish, bash, bosh. Have a bit of that.

It was a good excuse to go up to Norwich and see Lloyd so we made a weekend of it. The Wing Commander performed the usual duties in silence and for once we had a decent run.

Come Saturday morning and I was like a small boy. Well, that's status quo but I was even worse this day. I must say it was the best couple of hours that I have spent in recent times. Richard Parramint hosted us and, having been at Lotus since 1968, he had some great tales to regale. It's a sort cross between a historic race team – with super clean workshop – and a museum.



Left: How about that for a bit of dish (Type 79). **Right:** Upstairs and surround



Left: Fittipaldi (R5) 'Zandvoort crash car' from '73. **Right:** almost too much to absorb

There were about 25 in the tour party and a great mix – one gent formerly worked at Lotus and, at the ripe old age of 88, his Grandson had brought him along. A couple arrived on superbikes, one in an S3 Elise and one all the way from Blackpool in an Exige LF1.

Outside in the car park we could hear Elise Cups howling round the Hethel track on an Academy Day. Unless you head for Maranello / Fiorano, I don't think you can get such a mix of sports car heritage and racing as you do at Hethel. It's quite unique, even if it is right out in the boonies, surrounded by absolutely nothing.

Meanwhile, a Lotus merry-go-round back at my own HQ. When I bought the Exige V6 back in Feb 2018 (with 170 miles on the clock), I always planned to keep it in the family and pass it down to Lloyd. It's now got 22.5K on the clock. I guess that means the little 2006 Elise will have to go, though it's really too good to sell. Doesn't miss a beat and does 35+ mpg.

To make things marginally worse, I had a nasty misfire between the ears and decided to get the (for sale) Esprit back on the road and, this time, to drive it more regularly – I mean, who wouldn't want to drive an Esprit on a regular basis? Well, perhaps lots of you if you subscribe to the care worn 'Lots Of Trouble...' image of running a Lotus but we are on our 6th and, really, have had no more problems than with more mundane makes.

Just as well we made the effort to get to Classic Team Lotus when we did as it turned out to be about the last one before Car-Owner-Virus was upon us. That put an end to lots of things of course. I was mid project in many ways... Lotus Esprit, Fiat 128 and now the Lotus Exige. Oh and the Wing Commander needed its service and...so did the Jeep. My cup runneth over.

Lloyd and I collected a pair of wheels from 'Marcos Joe' down in Trowbridge and at the same time pondered the Esprit up on the ramp. Damn it's in good fettle. The Galv chassis is perfect, no leaks and nothing cracked or rotten. We planned out the work list including an engine rebuild (it's done 86K) and throttle bodies. I don't need more power – it's fast enough for a classic – but if I am to use it more regularly, then hot starting to order will be nice as will the prospect of it not catching fire from fuel drips...



Those of a certain era will remember The Fall and Rise of Reginald Perrin and his mundane daily walk through suburbia to the train station. I have the boxed set and still get a laugh out of that series. Imagine my titters when Lloyd sent this pic of his 'mundane walk' to the train station in Wymondham...

Perhaps the 'cul-de-sac' is labelled 'Seven S4'...

And last months 'lovely set of pipes' were sat under the back of...a Maserati Ghibli Spyder. Oh goodness it was pretty. We clocked it at last November's classic car show at the NEC. There was a wonderful display of spyders including a 3500 Vignale and a Mistrale. Glass of water for Mr Jones please...



Jones the Speed

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



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

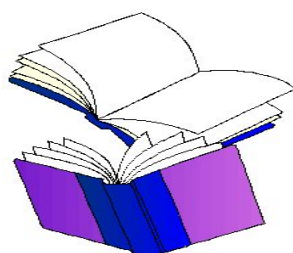
BPMC polo or sweatshirts

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



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White, grey, light blue, royal blue and black - S, M, L and XL.

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and use the Amazon link to buy books, CD's /DVD's**

X2s Sportscar project

Steering and further Damper trials

Whilst adding a top plate to the upright for the upper steering arm, I took the opportunity to move the wishbone mount further in-board. This gave a King-pin Inclination of around 5-6 degrees. On a road car, this would not be enough, but combined with slick tyres they have a 'self-aligning' tendency all of their own.

With the steering coupled up on the rig there were a few "minutes of arc" bump-steer at full bump. Jackie Stewart would feel this but I doubt if I will ! The theories for getting it right are in Allan Staniforth's* and Dick Harvey's** books. Whilst I was at it, I also built in a small amount of 'Anti-Ackermann' into the steering arms. Opinions vary as to whether this is necessary or, a good thing on double wishbone suspension - Carroll Smith*** has quite extensive sections on it in his books. I feel that it probably works better on some cars than others.

The damper speed trials started with the postman delivering my second batch of 5mm capillary tubing. (The first batch must be stuck in the bowels of a sorting /distribution depot somewhere !). Essentially, the system works by having a 10 ml syringe attached to the damper main shaft. This is connected to a 20 ml 'reservoir' syringe mounted above the rack (see photos). The connecting capillary tube is routed via a simple G-clamp which controls the fluid flow rate. With the clamp open, this simulates 'high-speed' damping – such as when hitting a curb. The more closed positions simulate chassis roll eg in normal cornering, heave, and pitching motions (mid-to-low speed damping).

The two syringes are calibrated in 1ml steps so you can quickly see fluid displacement rates from actuator to reservoir and back again. The power of the system is quite astonishing (not something I'd designed in !) but, with just finger-tip pressure at the reservoir end you can lift the full weight of the suspension from full droop to full bump. You can see why F1/LMP's etc love fluidics and it's so easy to package into small spaces...

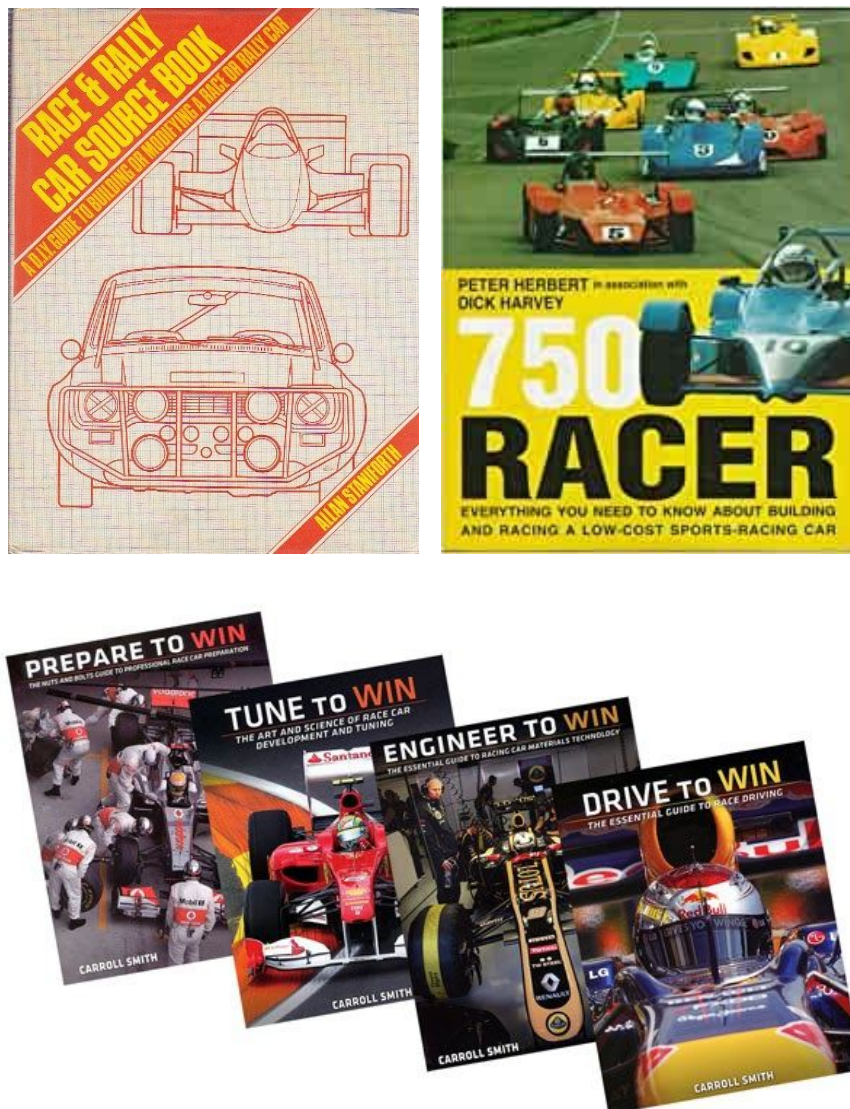
There was quite a bit of initial "faff" getting the lines properly primed and purged of air and I broke one of the coupling pieces in the process (this was repaired with 24-hour epoxy). If you want to experiment yourself, the syringes are standard medical, 'single-use' ones. I use AP 600 brake fluid for the lines but I think ATF or even "baby oil" should work just as well. Other fluids may also be suitable as long as they are not too viscous and are reasonably temperature stable. It is important to get a good seal between the syringes and the tubing. I just tried various lengths of

masking tape /plastic sleeving etc around the neck of the syringe until a fluid-tight fit was obtained. (this is a messy business – wear old clothes !).

In closing, I would say that the maths involved in damping can be quite “hairy” (dust off your calculus !). However, simple trials like this can give an insight into what’s going on in those expensive Penskes, Bilsteins, Multimatics, Ohlins etc...

For further education, there are a few Youtube videos that explain the ‘change-over’ curves between high and low-speed set-ups. These are aimed mainly at the mountain biking fraternity (who have quite sophisticated adjustments available)....and, the maths is kept quite basic in the form of graphs.

*Race & Rally Car Source Book **750 Racer *** Tune and Engineer to Win Series



Wanted : Mild steel plate (any condition) for welding table top- approx. size 54" x 18", 1/8" to 1/4" gauge. Will collect. TIA :- dave32cooperATgmail.com

Dave Cooper

Meeting Stirling Moss



As far as I can tell from my old results sheet folder, it was a 'towards-the-end-of-season' Monoposto round (September 18/19, 1982). I had entered my ageing Royale RP9 Supervee which had some of the planned modifications on it to cure the rather wayward handling.

Walking across the paddock, near us was a rather famous face. My wife immediately said "Dave – isn't that.....". I answered in the affirmative. "Let's see if we can get a photo....." Rather cheeky I thought, but, nothing ventured etc.

He read the embroidered name on my racing overalls and asked which race I was in, what car, how was it performing...what formula was I aiming for next (F3). I asked him about his programme, I had seen BP promotional shots of him.

We reminisced a little about the early days of Donington – the Auto Union era, his first go in a motor-cycle engined F3 Cooper. He was completely charming, the whole episode lasting probably no more than ten minutes, or so.

We shook hands and wished each other good luck for our respective races...



Club Facebook Group - This Month



Among the interesting posts on the club Facebook group this month we had some excellent Photos from Bob Bull. These included Ford GT40's winning at Le Mans and the 1981 RAC Rally. Tim Murray shared a photo of club member John Page competing in French Hillclimbs in his ex-Gary Brabham Ralt F3. We also had memories of Drag racing at Shakespeare County Raceway when Lee Hartnell posted a picture of his Drag racer being towed by Nick Wood's Ford Thunderbird. Julian West posted some in car footage of a GTD40 at our Colerne sprint. Ian Hall featured in 70's racing action. We also had tributes to Bill Farrow including a post from his son of Bill in action in his much loved Morgan. Perhaps next month we could hold a sort of virtual bring your car night - post a picture of your car at a prearranged time and have an online chat ?

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.

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

New Motorsport UK RS Clubman licence from 2020




For 2020 Motorsport UK is introducing the requirement for all competitors to hold a new RS Clubman licence as a minimum, which will be 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.

As well as this change to require a free license there have been significant changes to the "permit" fees which Motorsport UK charge clubs on a per competitor basis for most competitive events.

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

<https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>



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Three Weeks In Italy

Part 2 The Dallara Factory Visit

Sunday 16th June, reflecting on what could have been a brilliant weekend, the sky was blue and the temperature was in the low 30's. On Friday we drove the Nave, Colle Sant'Eusebio hill, I remember why we wanted to do the event again, the hill through the three towns was challenging and great fun. I remember being exhausted after the 10km run last time and how good it felt, I also remember getting to the top on the last run on Sunday morning, parking up waiting for the run to Finnish before rolling down the hill to the paddock and trying to start the car to go down with a completely gone Varley competition battery. Fabio had to take me back to the paddock on the back of his recovery truck. With two more events to do, Keith Harris kindly lent me his spare battery.

I must say the organising club were decent enough to come to our hotel and apologise in person, they offered to pay for our hotel rooms and took us all for dinner on Friday evening when they gave us our event Goodey bags with our number decals, verificato decals and small participation awards, my car now has a verificato on for the event that didn't happen, why not!

When the car was at Middle Barton, TC-M recommended I change the steering box, it is a LHD one so he suggested Berni Motori to supply and fit the new one in Italy. Tomorrow morning the car goes to Piacenza for Pietro Biselli to do the job. Now looking forward to next Friday for the Varano Historic Track Day which will mostly be historic Abarths.

Monday 17th June, took car to Pietro Biselli, an ex Abarth mechanic, to have the steering box changed as recommended by TC-M. Being LHD it is not so easy to find in the UK. Biselli is in Piacenza itself about 45mins away down the famous Via Emilia.

Thursday 20th June, the 9th historic track day tomorrow, should have been my second event but due to the cancellation of the event last weekend, will be now the first. Car already loaded and so at 9.30 set off over the "mountains" for the 19 mile trip to Varano De' Melegari in the province of Parma, famous for its Parma Ham and Parmigiano Reggiano and of course Dallara.

Tony Berni and Berni Motori are celebrating their 40th Anniversary this year, Berni Motori and Fiat Franzini Auto are the promoters of this event. Even though the roads were small country ones, the journey took less than an hour.

On arrival I was met by a team of German racers from the Coppa Mille series including Michael Fayle, the owner of Scuderia Topolino who make many of the Abarth 1000 parts including the famous 8 port heads. I could see the event was going to be great fun as there were already 7 Fiat 600 based Abarths, more than I had seen before in one place, in the end, there were 11 at the event including mine. It was hot and by the time of the Dallara factory visit, I was already like a lobster.

The Dallara factory tour. Wow, what a place! Dallara, even though they were too modest to say so, are the largest race car manufacturers in the world. They build cars for Formula One, there were even Haas engineers walking in the factory at the time of our visit, all Indy cars are actually Dallara, Formula E, in fact at the end of the track day on Friday, the Mercedes Formula E transporter turned up with one of their cars, Formula 2, Formula 3, they do design work for DTM, we were told secretly that the new Bugatti was being developed in the factory as well as many more.

We were shown the wind tunnel building where they can develop cars up to 60% size and interestingly they jointly develop with supercomputers as well as actual models, unfortunately in this part of the building we were asked not to take pictures. again interestingly, with modern technology like 3D printing, they can now develop cars much faster and when needed the printers run 24/7. It is now possible to make changes to cars between events to match the aero package exactly to the track. ie. changes for high downforce, low drag, in fact and change necessary to match the cars performance to the maximum for any track by this 3D modelling aero design.

We then heard about some of the history about Mr Dallara from his recruitment by Enzo Ferrari, to Lamborghini to Pantera and starting his own business as his dream was motor racing.

We then went on to the Museum part of the building that they call an academy as they have degree level education in the upstairs part of the building and simulators on the ground floor. Car on display included one of most favourite cars in the world, the earliest Dallara the X19, the 1st monoposto sports car, the Lancia Group 5 Beta Montecarlo, the Renault Alpine WEC Car, various more modern WEC cars including last years Le Mans winning Toyota driven by Fernando Alonso, Kamui Kobayashi, Ranger Van Der Zande and Jordan Taylor.

They had various versions of the Indy car, 100% of the current Indy car grids are Dallaras, the Walter Wolf Can Am car and of course the new Spider Road Car, a car that fulfilled Mr Dallaras' dream to build a road car with his name on, that was completed for his 80th birthday. It was unveiled at the Varano circuit for him to drive. A very interesting visit, one I recommend to anyone visiting Parma.

That evening, in the 27degree heat, still, around 40 of us went to a restaurant near the circuit for a dinner together with local food on the set menu and of course lots of local wine and prosecco. The meal was hosted by the event promoters Tony Berni and Perry Franzini.

Mike Kason

BREAKFAST MEET Will Be Back Watch This Space !



A48 between Aylburton and Lydney GL15 6BU.
Food & coffee served from 10:00. Very large car-park.



Old, exotic,
American,
classic,
vintage; all
your
treasured
wheels will be
very
welcome.



Bristol Pegasus Fantasy Formula One 2020

It is not too late to enter our Fantasy F1 contest

- Due to COVID-19 only the first 8 races of the calendar are published
- There are due to be 15-18 races before the end of season in December
- Opening races will be closed events.

The first 8 races of the 2020 calendar are below.

1	Formula 1 Rolex Grosser Preis von Österreich	The Red Bull Ring, Austria	July 3-5
2	Formula 1 Pirelli Grosser Preis der Steiermark	The Red Bull Ring, Austria	July 10-12
3	Formula 1 Aramco Magyar Nagydíj	The Hungaroring, Hungary	July 17-19
4	Formula 1 Pirelli British Grand Prix	Silverstone, UK	July 31 - August 2
5	Emirates Formula 1 70th Anniversary Grand Prix	Silverstone, UK	August 7-9
6	Formula 1 Aramco Gran Premio de España	Circuit de Barcelona Catalunya, Spain	August 14-16
7	Formula 1 Rolex Belgian Grand Prix	Spa-Francorchamps, Belgium	August 28-30
8	Formula 1 Gran Premio Heineken d'Italia	Monza, Italy	September 4-6

We are still taking entries for our Fantasy F1 competition - visit the website and choose your entry. We will continue to take entries until the first race of the season is run. If you choose a tie break race that is cancelled we will contact you for an alternative. <https://bristolpegasus.com/news/fantasy-formula-1/>

Backfire Bits - Event Update

Most of my contribution this month will be an update on club events as some motorsport activities start to get back under way. This section was the last added to Backfire and we are slightly later publishing due to confirming some information. I hope we have managed to sort references to the old dates etc elsewhere in the magazine and on the website.

As you are no doubt aware Castle Combe had to cancel most of their major events so far this year due to the Covid Virus and are therefore trying to reschedule many events. The club was asked to move our Track Day to Saturday August the 29th - a week later than the planned date.

This will allow Combe to run another large event on our original date, whilst not having two major public events on the same weekend. The weekend of the 29th is the August bank holiday and they already have a race meeting scheduled on the Monday. We are keen to support the circuit and do our best to help them at this difficult time and we appreciate them finding us another Saturday date so close to our original planned date. All those who have entered have already been contacted. The event was full at the point we made the change of date and so far only a couple of entrants have informed us they cannot make the new date. Any remaining entries will be made available via the website entry system, then a reserve list will be created.

At the same time Combe confirmed our Pegasus Sprint date still stands and we have started further planning for this event. As a result of Covid we have to make a number of changes to ensure the event runs smoothly and safely. Motorsport UK have published a full set of guidelines which we have already spent time running through.

Unfortunately we have lost another couple events - the venue for our summer Autosolo is understandably not available to us in the current circumstances, so we have had to postpone that event. Our breakfast meet has also been cancelled until the venue re-opens.

Next week we will be holding a virtual committee meeting - we hope to have further decisions on some of our smaller summer events such as the treasure hunt and evening tour at this point. It is possible we will be able to run these without any social gatherings at the end of the event within the Motorsport UK guidelines, but restrictions around multiple people in cars etc will mean this needs some thought. As soon as we have more details on what we can do in terms of socially distanced and safe events we will provide updates on the website and our facebook page.

Whilst we are looking forward to the return of some activities, our thoughts are with all club members and their families - we hope you are all managing to keep safe and well in difficult circumstances.

Andy Moss - Competition Secretary

2020 Events Calendar - Updates in bold.

Date	Event	Location
Mon 13th July	Evening Car Tour	7pm TBC
Sun 19th July	Summer AutoSolo	Postponed
Sun 26th July	Breakfast Meet Sparky's Lydney	Postponed
Sun 9th Aug	Summer Treasure Hunt	10am TBA
Sat 29th Aug	Pegasus Track Day	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	BAWA
Sun 20th Sep	ACE Classic Tour	
Sun 27th Sep	Breakfast Meet	Sparky's Diner Lydney
Mon 12th Oct	Club Night	BAWA
Sat 17th Oct	Pegasus Sprint	Castle Combe
Sun 25th Oct	Breakfast Meet	Sparky's Diner Lydney
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

Automated Membership System

The system will help to ensure our details are correct and allow you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

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