

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Call for drivers and their cars that have participated in club events in the past - see back cover !**



**March 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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Archivist – Pete Stowe [pete.stowe@bristolpegasus.com](mailto:pete.stowe@bristolpegasus.com)

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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)



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



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



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



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

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**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/>



## Nick's Natter

The past few weeks have been a challenge re my daily commute. On one particular day both bridges were closed! I contemplated driving up to Glos but thankfully they re-opened one of them. I trust Ralph had better conditions driving the length of GB. Well done again to you and Madge.

This month sees the return of the Breakfast Meet and looking forward to April, we have the Cross Trophy Trial. We have started planning LLandow and of course the big event in July – the 75<sup>th</sup>. If anyone would like to help or has any suggestions or wishes to display their car please contact me (07786936941).

Who needs electric cars when pedal power will do????



**Nick Wood**

## Editorial

Welcome to March's edition of Backfire.

It has been another quiet month on the club front, but Madge has kept me busy with preparations for a Lands End to John O'Groats run as you can see in this month's 50 shades of red.

With the way staffing levels are fluctuating at work at the moment I am not sure I will be able to make it down on April 24th for the Cross Trophy trials, but I will do my best, if it is dry I might even try my hand with Madge, if not well what could be more fun than spending a wet Sunday afternoon on the side of Dundry Hill with a bunch of mates ?

In this month's issue Pete Stowe looks back at the history of the Cross Trophy, Phil Jones prepares for the season ahead, I prepare Madge for a Lands End to John O'Groats run and Andy Moss reminds us it is time to get our Fantasy F1 picks in !

Thanks for contributions to this month's issue from Phil Jones, Andrew Moss, Pete Stowe and Richard Reynolds and Nick Wood,

Wishing you all a safe month's motoring !



Ralph Colmar

**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**

## **Events Calendar 2022**

### **Monday 11th April Club Night - New Venue**

We will be holding our April Club night at the Plough at Pilning. We will be meeting from 7pm - the address of the venue is Pilning St, Pilning, Bristol BS35 4JJ. We plan to get our return to holding club nights under way with an informal meeting and will have our own area in the pub. If the weather is good we may get the chance to bring interesting cars for the early part of the meet before the light fades. More details to follow on the club website and facebook page.



### **Sunday 24th April Cross Trophy Trial**

Entry details <https://bristolpegasus.com/events/cross-trophy-car-trial-2022/>



Off road affordable motorsport at it's best. Entry details online or contact Andy Moss on 07710 000144. See the article later in Backfire for more details about the history of the event.

### **Sunday 27th April - Breakfast Meet - Petrol & Steam**

Pegasus Motor Club's first Breakfast Meet for 2022 will be on Sunday 27th March at Dean Forest Railway, Forest Road, Lydney GL15 4ET from 0930 hrs. All types of motor vehicles welcome, Refreshments will be available.

### **Sunday 29th May - Ace Classic Tour**

We will start at Dean Forest Railway at Norchard, near Lydney, along with the Breakfast Meet this year and NOT BAWA as in previous years. Before heading back towards Bristol for a late afternoon finish. The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charities and have an enjoyable days motoring.

Every penny we collect will be donated to the event charity.  
More details and online entry :-

<https://bristolpegasus.com/events/ace-classic-tour-2022/>

## Saturday 25th June Llandow Sprint

Regulations and online entry coming soon ...



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

Trackday entry details to follow 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)

## Saturday 15th October Pegasus Sprint Castle Combe

Entry details to follow.

## Invitations

### 500 Owners Association Wiscombe Park Hillclimb - 7th May 2022

The 500 OA is proud of their association with Wiscombe Park and have been running their annual hillclimb at the picturesque Devon venue for over 30 years. We welcome entries from members of the Bristol Pegasus Motor Club. This is in addition to the NHCA and their motorcycles. Entry details to follow at : <http://500race.org/500oa-wiscombe-park-hill-climb/> with event information, regulations, and links to the online entry system, closer to the event.

If you have any questions regarding this event, please contact the secretary of the meeting: Contact: Xavier Kingsland, Phone: 01489 891482 OR 07500 333295, Email: [xavierfkingsland@gmail.com](mailto:xavierfkingsland@gmail.com)

## 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-Apr John Tipler & Guy Munday - LOTUS

03-May Matthew Vale - LOTUS Elite Colin Chapman's First G.T. Car.

07-Jun Brian Angus - Engineering at LOTUS

05-Jul Anthony Reid - His Motor Racing Career.

## PETROL & STEAM

Pegasus Motor Club's first Breakfast Meet for 2022 will be on Sunday 27<sup>th</sup> March at Dean Forest Railway, Forest Road, Lydney GL15 4ET from 0930 hrs.

All types of motor vehicles welcome  
Refreshments will be available.



## **The Cross Trophy Trial - *Since 1965***

The Cross Trophy is one of the Club's oldest trophies. It was originally given to the club in 1957 by engineer and inventor Roland Cross, founder of the Cross Manufacturing company in Bath which is still very active today. For eight years, from 1957 to 1964, it was the main award for the club's premier event, the Restricted status Cross Trophy road rally. In the early 1960s, however, club members' interest in rallying had waned, and production car trials had become very popular instead. Therefore, in 1965 the club introduced a new, whole day, restricted status trial as its major event, using two venues, at Dundry and at Whitchurch, and assigned the Cross Trophy to this.

Although it's now 57 years since the first Cross Trophy trial, the 2022 event will be only the 40<sup>th</sup>. In the intervening years a number have had to be cancelled due to bad weather, a few owing to lack of a venue, on occasion through lack of entries, once, in 1967, due to a foot and mouth outbreak, and then, in 2020 because of Covid.

The first Cross Trophy trial, on 31<sup>st</sup> October 1965, was a great success, and competitor Mick Snowden provided the following report for Backfire:

Following the apparent unpopularity of restricted rallies by our members over the last few years, the Cross Trophy was awarded this year for a restricted Production Trial. Judging by the entry list – 57 – and the competitors afterwards the Club made a wise decision.

It was an all day event with scrutineering starting at the unearthly Sunday hour of 9.00 a.m. After several days of intermittent rain prior to the event the fields were in mint condition as the competitors soon found out, as soon as the turf was broken the cars were down to soft mud. This, however, tended to even out the penalties throughout the entry list with the front-engined cars running first and leaving the rear-engined, sports and specials to slither in the churned up mud.

The morning Hills were laid out in two fields at Rackledown Farm, Dundry. The second hill showed the skill of our local "international" Tiny Lewis, where with his determined driving he cleaned it whilst almost everybody else would get no further than the first bend and maximum penalties. However, later on the more careful driving of Ben Sheppard paid off. These two ended up with the least penalties.

A generous lunch break was taken at the Mendip Gate Hotel whilst the hardworking officials set out a further nine hills for the afternoon at Hill Farm, Whitchurch. By this time it had begun to rain making progress even between hills difficult. Coldly viewing the hills on foot they appeared impossible but as the results show they were just right, giving a few cleans on almost every one. They were set out over several fields allowing plenty of room between hills which towards the end of the afternoon was a good thing as a kale field between hills 7 and 8 became so slippery that the Land Rover Recovery service had to be resorted to. Particularly impressive was the smooth driving of P.M. Appleton, the eventual winner in the most unlikely of Trials cars, a Cortina, and the two Imps of Tiny Lewis and Ben Sheppard.

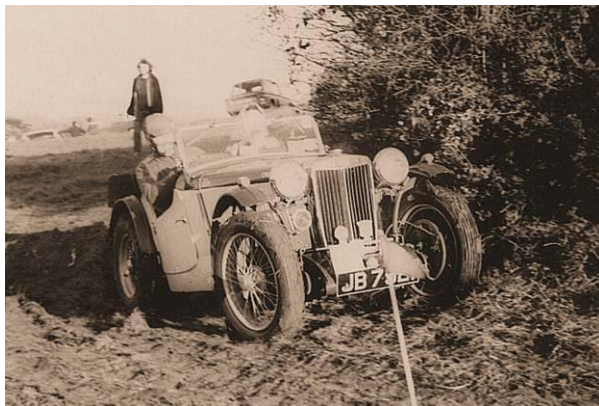
Congratulations to the "successful" and to the organisers for a very well run event. The marshalling was of a high standard, probably due to the fact that many of the marshals were experienced ones.

Hill Farm was an excellent venue and I look forward to more Trials there. It was gratifying to see so many "locals" turning out just to spectate and if you looked at the row of houses near-by every window was filled with watching faces.

The top ten cars on index were: Cortina, Imp, Imp, Morgan +4, Turner, HRG, Imp, Mini-Cooper, and Mini. Although the Ford Cortina of Martin Appleton might have been thought "the most unlikely of Trials cars", MCC member Appleton and Cortina managed to win the next three Cross Trophy trials as well!

Imp driver "Tiny" Lewis was then also a Rootes Group works driver, and earlier in the year had been second overall on the Dutch International Tulip Rally. Also among the entry for that first Cross Tropy trial were John Chatham (Austin-Healey 100), Dave Harris (Ford 'Pop'), and David Franklin and John Buncombe in Imps. While Mini variants (a dozen, including a Minivan) and Imps (seven of them) were the most popular, the wide variety of cars used also included a Citroen Light 15, a Vauxhall Cresta, and a Jowett pickup.

While Hill and Rackledown farms were used again the following year, subsequently the event followed a nomadic existence, in 1968 moving north of Bristol to venues at Almondsbury, at Tytherington, and at Kyneton Farm near Thornbury. From 1978 it became a single-venue event, and following a few more years at Kyneton moved south again, first to the overly rocky Downs Farm at Dundry, then to Draycott for a couple of years, and then on to Knowle Farm near Compton Dando for several years.



*1971- MCC member Steve Dear (MG 'Cream Cracker') at Kyneton Farm, Thornbury, and 1984 - ASWMC competitor Barney Paull-Edwards (Opel Kadett) at Downs Farm, Dundry.*

Over the years the event has also varied in status. While on some occasions it has been a clubman only event, on many others it has held a dual status and also been a round of the ASWMC championship. Today it is organised as a Clubsport status event, and is a round of the ASWMC and Cotswold Motor Sport Group CC championships, with the Cross Trophy being awarded to the best Bristol Pegasus MC member based on class index.



*1987 - Martin Baker (VW Golf GTi) at Kyneton, and 1990 - Mal Allen (MG Midget) at Knowle Farm, Compton Dando.*

From 2004, thanks to the generosity of Duncan Pittaway, the event has found a splendid home at Lower Grove Farm, back at Dundry, approximately two miles from where it was first held back in 1965.



*Lower Grove Farm – 2010 Chris Thompson (Daihatsu Cuore) and 2016 Andy Moss (Marlin)*

### **The Cross Trophy winners**

1965	Martin Appleton	Ford Cortina	1993	Colin Ellis	Imp
1966	Martin Appleton	Ford Cortina	1994	Not awarded	
1968	Martin Appleton	Ford Cortina GT	1997	Dave Parsons	DPS
1969	Martin Appleton	Ford Cortina GT	2000	Alan Spencer	Marlin
1970	John Buncombe	Imp	2004	Mal Allen	Marlin
1971	Dave Harris	Ford Escort	2005	Dave Greenslade	Nissan S-Cargo
1973	Ben Courage	Renault 4CV	2006	Duncan Pittaway	Peugeot 306
1977	Ben Courage	Renault	2007	Mike Hobbs	VW Beetle
1978	Les Williams	Mini	2009	Derek Barnes	Ford Ka
1980	Ian Webb	MG Midget	2010	Alan Spencer	Parsons
1983	Tim Maynard	VW Buggy	2011	Ralph Colmar	VW Passat
1984	Cyril Slip	Hillman Imp	2012	Paul Johnston	VW Golf
1985	Mike Hinde	Clan Crusader	2013	Roland Panes	Marlin
1986	Dave Hanley	VW Beetle	2014	Chris Thompson	Marlin
1987	Gordon Francis	VW Golf 1600	2015	Alan Spencer	Parsons
1988	Ron Grimwood	Ford Escort	2016	Andy Moss	Marlin
1989	Kevin Shipway	VW Beetle	2017	David Robinson	Reliant SS1
1990	Mal Allen	MG Midget	2019	Mark Hoppe	Citroen Saxo
1991	Mal Allen	MG Midget	2021	Sam Thompson	Nissan Micra
1992	Chris Francis	VW Golf LS			



*2021 Charlotte Pittaway (Austin 7)*

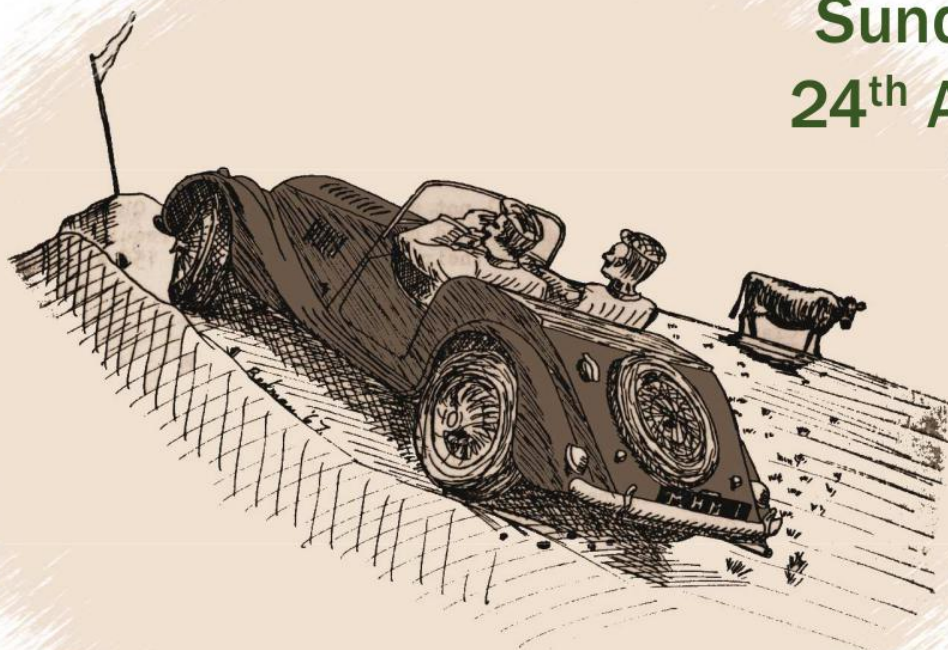
Further images of club trials from the 1960s onwards can be viewed on the Club galleries:  
<https://bristolpegasus.smugmug.com>

Further information on Roland Cross may be found on the Cross Manufacturing websites:  
[www.crossmanufacturing.com](http://www.crossmanufacturing.com) and <https://heritage.crossmanufacturing.com>

***You can do it .....***

The  
**2022 CROSS TROPHY**  
Car Trial

**Sunday  
24<sup>th</sup> April**



**Lower Grove Farm, Highridge Road, Dundry, near Bristol**

**Postcode BS41 8JT Map Ref. 554½ 673½**

**12:00 pm to 5:00 pm**

**Clubsport event**

**A round of the ASWMC Car Trial Championship  
and the BP Motors Cotswold Motor Sport Group Car Trial Championship**

***Enter on-line at***

**[www.bristolpegasus.com](http://www.bristolpegasus.com)**

Illustration adapted from the 1968 Cross Trophy Trial regs cover.

## Editors Cross Trophy Trial Pics



Phil Johnston, VW Golf Winner 2012



Ken Robson, Land Rover Evoque 2013



Ben Goodman, SEAT, scored by Dad Pete 2014



Donny Allen watches Dick Glossop's, Liege S 2015



Club Secretary Tim Murray keeps score 2016



Mal Allen scores Dave Robinson Reliant SS1 1st 2017



Mark Hoppe Winner 2019



Dave Coppuck MG TC

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

### *Under starter's orders...*

Or maybe more of a steward's enquiry? Don't worry, no M&S nibbles 'work' parties going on in the Jones' Garden. We're all at least 2 metres apart, mainly because Owen and I recently stank of an E5 fuel soaking. We were not popular that day.



It's what happens when your (SL) fuel pump gets submerged in a ford (river), you buy a replacement and remove the old one with a fuel hose clamp that's just a little too small. Then the clamp slips at the vital moment, when you weren't expecting it...when you don't have a bowl in position and...

A good shower, change of clothes and a cup of tea later and we were ready to 'go back in'. With the pump hopefully sorted it was time to experiment with waterproofing. A trip to The Range for half an hour browsing everything from artist's poly slip cases to 'extra strength' doggy poo bags (the mind boggles) and we came up with a bag of the right size and sturdiness. On it went

with some tie wraps and now we can cross a deeper ford. Let's hope deep enough.

Other than that, Owen replaced a headlamp bulb which had fizzled out during the event and I re-attached the hardtop which had popped loose in one corner due to the rough terrain flexing the car. I was expecting some scrapes underneath but, in fact, all was perfect and the only damage I could detect was a slightly bent exhaust clamp which I swivelled around and straightened. Otherwise, it's all smooth Dinitrol and in great condition.

Then it was general cleaning – and it was as muddy as a proper tractor. It now looks resplendent again and ready for its next outing in North Wales at the end of March.



Lloyd sorted a minor water weep and exhaust tinkle on the Elan and switched wheels (15's back to 13's) and brake pads on the Marcos 1800GT in readiness for his first event of 2022 at the GRRRC Members Sprint in April. I hope to make it there, but I will be throwing spanners about rather than driving.

And so, to the little 500L. With daughter currently in Australia, it's not getting a lot of use. I got the little blighter out and fired it up and, as usual, it was perfect. It's currently up for sale, though, as with all our cars, I don't really want to sell it. It's



the closest I have ever seen to a perfect RHD 500. But we have run out of space in the garage. Calamity.

As for my recently acquired, beloved Rangie, it's been driving extremely well – and very reliably – but, as one would expect of a 70's BL product, it was becoming a little incontinent.

I decided to get transmission, carb and power steering leaks and a noisy gearbox sorted and took a punt on 'taking it home' to JLR Classic up in Coventry. They are (obviously) not the cheapest but, after shopping around, they are not the dearest either, they have the parts (not everyone does for the gearbox), and they do one thing that many in the trade can't manage. They answer the phone.



In case, like me, you have not experienced it recently, let me explain.

It's a seldom practiced, old-fashioned concept, where a customer calls *and* at the receiving end, they pick up in case they might be able to help. I think it's a marvellous idea, but I am not sure it will catch on in 2022. I mean, who would want to speak to a knowledgeable, helpful person when, instead, you can type into an online 'chatbot' to see pre-set answers to a 'frequent' question that you don't have...

While I was there, I had a wonder about. The rather scrunched Rangie was fresh off the set of the recent Bond movie, No Time to Die. Have you seen it yet? I won't spoil it, but I am not sure, after getting to the end, that I really understood what happened. It left me quite confused even though, as with all Bond movies, it entertained me. But that's not difficult, is it?

Owen reckons Bond was metaphorically dead once the Roger Moore era ended and I kind of see his point. Perhaps it all stopped in 1983 with Octopussy. Remember the Politzei BMW E28 518is chasing the Alfa GTV6? And the bad guys in the Merc W116 450 SE? That's proper Bond without all the overdone stunts and visual effects.



Anyway, in February I discovered what's it's like to have Sciatica. I work for an Italian company and they pronounce it '*Shatica*' which is more descriptive of how you feel. Most probably, a few of you will have been there already – it's not fun, is it? I think I made mine worse by crawling around under a car and then doing a clean and jerk on some plastic totes full of house clearance crap.

The upshot was walking around like John Wayne with a full nappy, much to the amusement of my loving family. It's at this point that you question why you have a collection full of classic, low 2 seaters....

So, I busied myself with parts sourcing instead – not the most inspiring part of owning classics but it needed doing. A DAB unit for the Esprit was first on the list and, not wanting anything too modern / Japanese / covered in flashing orange disco lights, I managed to find an old school style Blaupunkt.

A rear window for the Marcos was a different story. Perspex was no problem, but glass was like hens' teeth, though we got there in the end, albeit the price was a bit salty.



The 'throwback' (hope you like the Faeces book / Instagram / Daily Mail online terminology?) picture above shows the complex curves of the rear screen of a Marcos coupe – this one an early rubber seal version as opposed to a later bonded. Both are tricky to find in glass. Note to self – don't break it.

Will I learn to walk properly again by the time Owen and I need to set off for the rally in March? Or will the C.O.'s frustration lead to a murder when she catches me secretly attempting to cart stuff about in the garage?

If the April 'Uphill' doesn't appear, you know what happened...

*Jones the Speed*

## 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)

### Fifty Shades of Red



Having cleared some garage space for Madge I ordered a service kit and a set of front and rear brakes with my Christmas bonus, which arrived in a brown package a couple of days later.

Next I spotted an ad for a second hand canvas top and went

to a place called Tanks A Lot to pick it up. The chap who runs it bought his first £2m tank for less than £20k 30 years ago and now has over 300 tanks and armoured vehicles, from all over the world, which he trades and uses for his corporate entertainment business.

Afterwards I popped over to Essex for a splendid Chinese at the Aroma in the complex known locally as Las Basildon with Peter Connew, his wife Iris and cousin Barry Boor. Peter kindly replaced the 3d printed timing strut I broke at Llandow that had been held together with Gorilla tape ever since.

With the help of youtube I managed to replace Madge's original disintegrating vinyl roof over two dry days, but I did not get an opportunity to see if I had done the job properly, by driving it in the rain, for several weeks. I was a tad miffed to find I had one screw left over when I finished the job. Not remembering where it came from I have added locating its origin to the bottom of my to do list.



I took the opportunity while visiting Bristol at the end of January to visit Luccombes in Redland to get Madges two year old brake pads and brake fluid changed, the standard pads were only half worn after 20,000 miles so I have kept them for possible future use. Madge was also given a pre MOT check and is in good order for her MOT in March.



By now I was committed to a 5 day social run with some 20 odd other MX5 owners on a facebook group from Lands End to John O'Groats.

With that added 1st week of March deadline I got on with a plugs, oil and filters change one fine Friday afternoon. For good measure I ordered a Positive Crankcase Ventilation valve, I had not noticed it before and having no idea how old it was thought it best to change it before it got completely blocked.

With the arrival of another brown packet I changed the PCV. Next I was onto polishing the headlights, using an AutoGlym headlight kit together with a machine polisher. While not perfect, this was a vast improvement over my previous attempts using a selection of toothpaste, fine sandpaper and elbow grease.

Pleased with my slow but steady progress I jumped into Madge to back her into her garage when, as I lifted the clutch, to my horror I heard an awful banshee like whine either side of the biting point.



Analysis by experts on facebook suggested the whine was coming from the spigot bearing, on the following Monday I phoned around to see where and when I could book my car in.

Luckily Luccombes, who have looked after my Golf for ten years and a succession of company ambulances I have driven over the last seven years, came up trumps and suggested I go to Gloucester Road Gearboxes. The latter once found that what I thought was a rattly A/C unit was actually a disintegrating DSG on a T5 ambulance and replaced the whole unit in double quick time.

I popped by the garage, in heavy rain, and they indeed confirmed it was a spigot bearing and have agreed to change it along with the clutch rear engine oil seal and front gear box oil seal while they are at it, all on the day before Madges MOT, which in turn is the day before I am due to go to Lands End.



On the way home I decided to save on postage and yet another brown package so I popped into MX5parts.com in Portsmouth to collect several hundred squids worth of parts. I almost went for a lightweight flywheel, but thought better of it when I was advised that the downside would be more difficult hill starts.

Given I do around 10,000 miles a year in Madge and less than 100 of that is spent competing I did not think the trade off would be worthwhile at this stage.

By the time I got home the bad news was that the inside of the newly fitted canvas roof was soaked through but the good news was that the carpets were dry, suggesting the fitting was good but the weather proofing was insufficient, I ordered a tin of camping grade Fabsil which much to my surprise arrived in yet another brown package.

By the time you read this I'll hope to have applied liberal coats of Fabsil and that Madge has had the spigot bearing, thrust bearing, a couple of oil rings and clutch replaced, that she will have passed her MOT and that we will be winging our way from Lands End to John O'Groats raising a little money and awareness for the Pulmonary Hypertension Association UK.



After that I can start looking forward to going out to play with in some Classic Marques events with Dave Cooper.

# ***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**

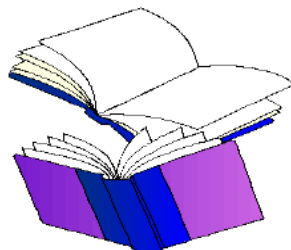
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



**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**

# SGH Bodyworks



## Car Accident Repair Specialist

With over 22 years experience in all things MX-5, SGH is your one stop shop

- Total Restorations
- Sill Wheel Arch & Chassis Corrosion Repairs
- Colour Changes/Resprays
- High Quality Welding
- Wheel Refurbishments
- Servicing & Mots



10% off for all Bristol Pegasus Motor Club Members with membership card.

For a free quotations and advice for restorations / repairs on all makes please contact SGH Bodyworks


By Phone :- 01179 414 010

e-mail :- [info@sghbodyworks.co.uk](mailto:info@sghbodyworks.co.uk)

or website:- <https://www.sghbodyworks.co.uk/>

SGH Bodyworks Unit 4-5,

Beehive Trading Estate, Crews Hole Rd, Bristol BS5 8AY.



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## 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 including Tavern and Bath Navigation Events
- The Bill Farrow Memorial Trophy
- MGCC PCT
- Trailer For Sale
- Santa Pod Drag Racing



**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.

## 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.**

# **Bristol Pegasus Fantasy Formula One 2022**

## **Competition Details - Free Entry**

The Bristol Pegasus Fantasy Formula One competition is now into its 27th year and continues to be popular with members. Our rules differ a little from those found in the “real” F1 championship so make sure you read them carefully.

Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prizes – Whilst our Fantasy F1 contest is mostly for fun, a £20 gift voucher of your choice will be awarded to the winner. We will accept entries up to the first race – the Bahrain Grand Prix. Entries should arrive ( or be posted ) before the first race on Sunday 20th March - Good Luck !

## **Rules**

**You must pick any TWO drivers, any TWO teams and an Engine**

- **You have a budget of £110m; if you exceed this amount your team will not be accepted. For every £1m under budget, 5 bonus points will be awarded.**
- **Your driver must finish the race to score points**
- **Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams will still count and you will score points.**
- **Team and Engine scores are based on the combined score of both cars. Engines score half points.**
- **All participants have to pick a joker race, in the event of a tie at the end of the season your score from this race will count double.**
- **Points will be as follows:**  
1st = 25, 2nd = 18, 3rd = 15, 4th = 12, 5th = 10, 6th = 8, 7th = 6, 8th = 4, 9th = 2, 10th = 1

**The easiest way to enter is online at**

**<https://bristolpegasus.com/news/fantasy-formula-1/>**

**or Complete the entry form on the next page. If you do not wish to cut your Backfire send your entry on a photocopy or a plain piece of paper.**

Constructor	Cost (£M)	Race Drivers	Cost (£M)	Engines	Cost (£M)
Alfa Romeo	12	Valtteri Bottas	8	Ferrari (Alfa)	6
		Antonio Giovinazzi	7		
AlphaTauri	15	Pierre Gasly	10	Red Bull (AlphaTauri)	7
		Yuki Tsunoda	9		
Alpine	20	Fernando Alonso	16	Renault	10
		Esteban Ocon	15		
Aston Martin	25	Sebastian Vettel	18	Mercedes (Aston)	13
		Lance Stroll	16		
Ferrari	20	Charles Leclerc	15	Ferrari	10
		Carlos Sainz Jr.	12		
Haas	10	Kevin Magnussen	5	Ferrari (Haas)	5
		Mick Schumacher	6		
McLaren	30	Daniel Ricciardo	20	Mercedes (McLaren)	15
		Lando Norris	19		
Mercedes	50	Lewis Hamilton	40	Mercedes	30
		George Russell	30		
Red Bull	50	Sergio Perez	20	Red Bull (Red Bull)	20
		Max Verstappen	40		
Williams	8	Alexander Albon	6	Mercedes (Williams)	4
		Nicholas Latifi	5		

## 2022 Fantasy F1 Entry Form

Enter online at <https://bristolpegasus.com/news/fantasy-formula-1/>

Send form to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP

E-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

You have £110m to spend on two different drivers, two cars & an Engine

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Engine :

Joker Race :























Name:

Address :

Telephone :

E-Mail

## 2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
1	Bahrain	 Bahrain International Circuit, Sakhir	20 March
2	Saudi Arabian	 Jeddah Corniche Circuit, Jeddah	27 March
3	Australian	 Albert Park Circuit, Melbourne	10 April
4	Emilia Romagna	 Imola Circuit, Imola	24 April
5	Miami	 Miami International Autodrome, Miami Gardens, Florida	8 May
6	Spanish	 Circuit de Barcelona-Catalunya, Montmeló	22 May
7	Monaco	 Circuit de Monaco, Monaco	29 May
8	Azerbaijan	 Baku City Circuit, Baku	12 June
9	Canadian	 Circuit Gilles Villeneuve, Montréal	19 June
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

**ACE CLASSIC TOUR – SUNDAY 29TH MAY 2022**  
**THE 2022 CLASSIC VEHICLE CHARITY TOUR**

**We will start at Dean Forest Railway at Norchard, near Lydney, along with the Breakfast Meet this year and NOT BAWA as in previous years. Before heading back towards Bristol for a late afternoon finish**

**The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charities and have an enjoyable days motoring. We are supporting one charity this year which has been chosen by long time event organiser Tony Joiner. Tony has written the information below about the charity.**

**Online Entry and more details at  
<https://bristolpegasus.com/events/ace-classic-tour-2022/>**



Dear friends

Eighteen months ago my Great Grandson Elliot Antony Walter Smith was born at 10 weeks premature. He developed a condition called Craniosynostosis (the early fusing together of one or more bones of the head leading to skull deformation and possible interference of brain development, blindness, seizures, strokes and in rare instances death). Due to a secondary condition Elliot needed urgent surgery within the first year of his life to remove part of his skull, remodel and replace it. The only place that the operation could be performed in a timely manner was the Birmingham Children's Hospital (one of the few centres of excellence for this specific operation).

To this end Elliot and his parents spent a week at the Hospital in Birmingham during which time the operation was successfully performed. The change in Elliot is quite noticeable.

With your help, I would like to repay in some part the Birmingham Children's Hospital Charity by raising funds in their support, hence the choice of that charity for the 2022 ACE car tour. Thank you for reading this outline and hopefully we shall all meet on the 29 May for an enjoyable day.

**Birmingham Children Hospital Charity is a registered charity, number 1160875.**

**2022 Provisional Events Calendar  
Further Dates Coming Soon .....**

Sunday 27th March	Breakfast Meet	
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Monday 11th April	Club Night - Pub Meet	Plough at Pilning
Sunday 24th April (AM)	Breakfast Meet	
Sunday 24th April (PM)	Cross Trophy Trial	Dundry
Sunday May 29th	ACE Classic Tour / Breakfast Meet	
Sunday 12th June	Jet Age Visit	
Saturday 25th June	Llandow Sprint	Llandow
Sunday 26th June	Breakfast Meet	
Saturday 30th July	75th Anniversary and Trackday	Castle Combe
Sunday 27th August	Breakfast Meet	
Sunday 24th September	Breakfast Meet	
Saturday 15th October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	

## 2022 Event Invitations

**The club has been invited to the following events**

Friday 25th March	Tavern Spring Navigation Scatter <a href="https://bristolpegasus.com/events/spring-scatter-2022">https://bristolpegasus.com/events/spring-scatter-2022</a>
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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