

Backfire

Bristol Pegasus Motor Club Magazine



**Congratulations to Luke Trotman winner of the 2017 MANBAT Pegasus Sprint
in his Mallock Mk18B, photo by Tony Smith**



November 2017

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Deadline for Next Backfire: 23rd November 2017

We are always looking for members' contributions on competitions,
club matters and journeys.

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

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



Chairman's Chat

By Andy Moss

What a great October. We had two excellent days at Castle Combe. At the start of the month we had our club display at the Castle Combe Autumn Classic. We were also delighted to again be involved in the 500 Owners Club race, with the club again commemorating our post war involvement in establishing this formula by presenting the trophy to the winner of the race.

Later in the month we returned to Combe for our own Pegasus Sprint. The weather forecasters had spent the days coming up to the event warning us that "Storm Brian" was going to hit us on the day of the event, so we were arrived t Combe with the promise of high winds and heavy rain arriving during the day. As things turned out the weather was not as bad as predicted and but for a couple of stoppages for accidents we may have avoided the rain all together. The day was very enjoyable and we have received lots of positive feedback from the competitors. It was pleasing to have a full entry, but a shame the weather forecast led to a few last minute withdraws when it was too late to give others the chance to run.

In between the two Combe events we were extremely fortunate to welcome touring car legend Steve Soper to BAWA for our club night. We had a good attendance and I thought the evening was very enjoyable. Steve gave a very short formal talk and quickly moved to a questions and answers format which worked very well, the questions prompting some very entertaining stories.

Despite being well into autumn we still have some good events in November. First we are all looking forward to our November club night. Having had a number of speakers on recent evening we have a more informal evening lined up for November, as well as the chance for a drink and a chat we are planning to have the recently released Bruce McLaren DVD on the big screen

Later in the month is the Classic Car Show at the NEC. We are having a break from a formal club minibus this year but I know several members are making the journey still by car. The show is certainly huge and has a wide variety of motoring attractions.

Looking forward to next year we should have our first draft calendar for next year prepared in time for next month's Backfire. If you have any suggestions for anything you would like to see the club get involved in next year please drop me an e-mail - it is not too late to add events to the calendar and we are keen to provide a varied calendar of events that appeal to our members. Keep watching the club website for the latest news.

Finally a mention for the AGM, full details of which can be found later in Backfire. We have some opportunities for people to join the club committee this year and

have a number of ways in which people can get involved. Those of us already on the committee have a lot of fun running the club and it is a great way to meet other members and really get to the heart of what the club does.

We have a number of vacancies - more details of ways you can get involved later in Backfire.

At the end of November, Bristol MC run their Allen Classic Trial, the event takes over 100 marshals to run and the sections are spread over a wide geographic area, which makes the challenge faced in marshaling a sprint look easy!

If you have not seen a Classic Trial before it is well worth spectating or marshalling - you will have a very enjoyable time. If you want are interested in helping out I can pass you contact information for the organising team.

As winter approaches I am looking forward to getting out again in the Marlin - my first event will be the Allen with Richard Reynolds in the passenger seat, I expect Alan Spencer and Mal Allen will also be out on the event.



Andy Moss - andy@mossdata.co.uk - 07710 000144

Editorial

‘Jam in November took away the worries’ - El Fuego

October kicked off with my sixth pilgrimage to Castle Combe for the Autumn Classic meeting, and it still seems to be going from strength to strength, the inclement weather at the start of the day helped mix the grids up a bit and there was a mixture of first time winners, including Darrell Woods aboard a Staride Norton who won the Bristol Aeroplane Company Motor Sports Club Challenge, and usual suspects including the ever entertaining Patrick Blakeney - Edwards on his chain drive Frazer Nash and Aston Martin DB3S pilot Steve Boulton Brooks who again bagged two winner's trophies as he did last year.

Twixt the racing there were several demonstration runs most evocative of which included Combe outright lap record holder Nigel Greensall aboard an F5000 Lola T332 with Neil Glover in his unique F5000 Chevron B37 in hot pursuit, now if only Castle Combe could persuade the aggressive local environmental silence warriors to let Combe run a proper F5000 race once a year !

A special mention also for Nick Woods who did a fabulous job of pulling together the most powerful machinery at the meeting including a Supercharged V8 Hillman Imp ! Rumours that Nick is moving into the light removals business with his Ford Ranchero have yet to be confirmed.

Two days later we had a fabulous evening with Steve Soper, his stories and anecdotes and honesty regarding his cowardice and all things ‘not healthy’ kept me absolutely captivated for the entire evening, Tim Murray gives a summary in this issue.

The following weekend it was off to Castle Combe again for the MANBAT Pegasus Sprint where I was marshalling on the inside of Old Paddock in the morning and inside of Quarry in the afternoon. Fortunately aside from a couple of spinners most managed to keep it on the black stuff and I had no incidents to report, my thanks to the two Phil's who kept me company and thanks to the bright spark at Castle Combe who thought to install perspex windows to the marshalls posts which were transformed in terms of protection from the elements.

The rest of the month was full of contrast, with the Golf approaching 150k miles a new clutch and clutch bearing had to be procured, thanks to Rob Gilmore at Luccombes in Redland for prompt and affordable attention.

Thanks to Ben Bishop, Bob Bull, David Followell, Phil Jones, Andy, Simon and Laura Moss, Tim Murray and Tony Smith for their contributions to this month's bumper issue.

Ralph Colmar

Events Calendar

Club Night Monday - 13th November - From 8pm

We have a more informal evening lined up for November, a chance for a drink and chat with a big screen viewing of the recently released Bruce McLaren film. The club night starts at 8pm, the bar will be open earlier, for an 8.15pm film start.

Notice of AGM - Monday 11th December 2017

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 11th December 2017 at BAWA Leisure Centre, Southmead Road, Bristol, commencing at 8.00 p.m.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 25th November 2017.

The AGM will be followed by the club's 2017 Awards ceremony and free buffet.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

"Enclosed with this month's Backfire are our unaudited statutory accounts for the year ended 31st October 2017. Copies including an income and expenditure statement, will be available for inspection at our AGM on 11th December 2017."

2018 Club Committee - Your chance to get involved

Elections for the Club Committee will take place in December and this is your chance to make your bid to hold one of these coveted positions.

In return for a little of your time throughout the next 12 months, and a little bit of work (which can be tailored to suit your particular interests and skills) you will get the opportunity to be at the heart of the club's activities.

You will be made very welcome by the current friendly committee members. Those who are on the committee have found it a very rewarding activity.

To get involved, sign on the dotted line below

Nominations for the Board of Directors

If you would like to join the committee please complete the form below and send to Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH by the 25th of November. You can be proposed/secondered by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature



Aust Autosolo - Sunday 31st December

Post-Christmas Autosolo at a new venue for the club, **9am for 10am Start** at Brightside Car Park, next to M48 Severn Bridge View Services, BS35 4BH, usual no helmet, no frills, MOT and taxed as applicable road car format.



Inter Club Skittles BAWA - Saturday 13th January

All members and guests welcome to our inter club get together for a skittles match with Tavern Motor Club and Bristol IAM - Free food provided.

Invitations

CLUB LOTUS Evening with Peter Lucas - Bull Inn 7th Nov

The Bull Inn 7 November 2017 change from originally advertised speaker now: Peter Lucas of LOTUS Components will be sharing the story of his part in the downfall of Lotus Components.

Hit the road, Jac! - Stanfords Thurs 16th November 6:30 pm.

Jacqui Furneaux: 7 yrs, 20 countries, no plan Thursday 16th November 6:30pm to 8:00pm, Stanfords Bristol 29 Corn Street, Bristol, BS1 1HT Tickets: £4



Join local author Jacqui Furneaux and her beloved Enfield motorcycle at Stanford's for a talk about her worldwide adventures captured in *Hit the Road Jac!*

Nearing fifty, Jacqui went off to India with a young Dutch motorcyclist she hardly knew. They travelled aimlessly for 4 years (despite her breaking her leg in Pakistan) until they reached Australia where he left her. Now addicted to travelling she carried on riding her Enfield for another three years, sometimes in fear for her life! Amazed by the diversity of the people and cultures she met along the way.

Tickets from :- <http://www.stanfords.co.uk/event-hit-the-road-jac-jacqui-furneaux>

Marshals Wanted

Roger Albert Clark Rally Shelsley Walsh - Fri 10th November

Marshalls are urgently being sort for two stages of the Roger Albert Clark Rally will be run at Shelsley Walsh, Worcestershire. WR6 6RP (MR 149/722631).

Sign on 07.30hrs expected finish 13.30hrs.

Ffi Simon Marks (simonmarks@quadrabuild.com - 07880 405148)

Winner Garage SKODA Wyedean Stage Rally - Sat 11th Nov

Marshals are also being sort for the Winner Garage SKODA Wyedean Stages.

Stage Marshals please contact Nic Biddle email: nicbiddle@btinternet.com

Telephone: 01594 836683 (18:30 – 21:30)

Safety Radio Marshals please contact Neil Henderson email:

anhenderson@btinternet.com Mobile: 07777 658369

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

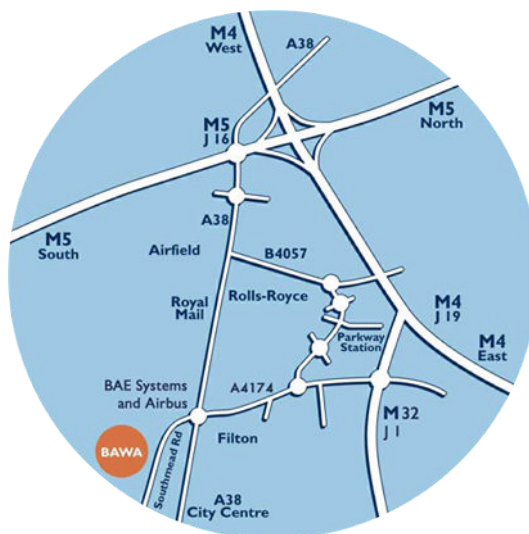
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, check Backfire for details each month.

There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.



Note : Next BPMC meeting at BAWA is on Monday 13th of November Meet from 8pm for an 8.15pm start to the talk.

An Evening With Roger Nathan

Roger's motor racing career began on 15th March 1961 and ended on 15th August 1970 when he chose to retire at the age of 27. He had only entered his first event after a friend's suggestion that as he had a big Healey he ought to race it – he'd never contemplated going racing before that.

He therefore entered a sprint event at Brands Hatch, fitted racing tyres to the Healey, turned up at Brands and went out to practise. Never having done this before, he decided that the quickest way round the track was to take the tightest line round corners, thus covering the least distance. So he reached Paddock Hill bend for the first time on the inside of the bend, and as he accelerated out he flicked the overdrive switch. The resultant spin was an unpleasant experience that he never wanted to repeat.

After his practice the track manager approached him and suggested he watch the other competitors to get an idea of how to take corners – approach on the outside of the bend, clip the inner apex then back to the outside at the exit. Putting this new knowledge to good effect, Roger was very pleased to end up in second place.

Wandering round the paddock at that event Roger had been very taken with a little sports car he'd never seen before which had 'Lotus' on its badge. It turned out to be a Lotus Elite, and Roger decided he had to have one. So with his father's help he bought a beautiful white one from Taylor & Crawley and went racing in it, but was disappointed to find that all the other Elites were passing him both on the straights and round the corners. He talked to a mechanic from one of the other Elite teams, and discovered how much tuning work had been done.

So, again with Dad's financial help, the Elite was delivered to one of the top tuners, Willie Griffiths, who fitted all the goodies – twin Webers, four-branch manifold etc – and told Roger to run it in for 500 miles. Roger entered a race at Aintree and drove it up from London on the road. When he got out on track, he found that the car was improved, but the other Elites were still passing him along the straights. Somewhat aggrieved, he took the car back to Willie, who found out that a plug was oiled up and the car had been running on three cylinders ever since Roger had been driving it. With the car now performing well Roger started doing a lot better, winning the odd race but never being quite as quick as Graham Warner and Les Leston.

Roger's father ran several car dealerships in the London area, and Roger's family had become great friends with the Ecclestons, Bernie and his first wife Ivy. As a result Bernie persuaded Roger's dad to buy an Elva Formula Junior for Roger to race in 1962. Roger found it very strange racing open-wheel single-seaters, with other cars' wheels looming up on him on both sides. The car turned out to be a dog, outdated and unreliable, and Roger soon gave up on it and went back to his Elite, but not before inducing Bernie to pay for some of the engine rebuilds.

The Elite was destroyed in a massive accident at Brands, so Roger and Willie Griffiths set out to build a winning car from scratch, at the same time setting up a tuning business together concentrating mainly on Elites and Imps. The new Elite

was very successful. Roger was now on a par with Warner and Leston, and ended up being the youngest ever winner of the Autosport National Championship at the age of 20, in 1963. He also raced abroad for the first time, in the Nürburgring 1000 km around the daunting Ring. This attracted the attention of BP, who started giving him support.

With BP backing for 1964, Roger decided that the new Brabham BT8 sports-racer might be the car to have, so went down to the Brabham factory to talk to Jack Brabham and Ron Tauranac. A deal was concluded to buy a new BT8 with a 2-litre Climax engine for £4,300 (plus an extra £50 for the clutch!). On the way out Roger spotted a picture on the wall of a single-seater, asked Jack what it was, and Jack said it was their new BT7 F1 car, which was available for £5,000. Roger has often wondered how his career might have progressed if he'd chosen to stump up the extra cash and buy an F1 car.

When Roger raced the BT8 for the first time, the handling was dreadful, and as Roger had no experience with this type of car he had no idea how to sort it. Graham Hill was persuaded to do a few laps in it, but the only comment he made was 'It's no good – take it back!'. Jack Brabham then came down to Goodwood for half a day's testing with Roger and improved the car dramatically – Roger said he never learnt so much in such a short time as on that half- day with Jack.

Then followed a very successful season with the Brabham, and often Roger found himself racing against the likes of Clark, Hulme, Hill, Stewart & co. Roger was particularly impressed with Jim Clark's incredibly smooth driving style. Roger almost won the Autosport Championship for the second year running – he had only to finish the last race at Snetterton to do so, but suffered a catastrophic engine failure and missed out.

The Imp conversion business flourished, and Roger was now known as one of the top Imp tuners. This brought him to the attention of Bill Mitchell, a top Chrysler executive in the US, and through Bill Roger was able to get hold of a lightweight Oldsmobile V8 engine from a supposedly renowned tuner in the Mid-West. He had also got to know the legendary aerodynamicist and car builder Frank Costin through Willie Griffiths, and Frank installed the big V8 into the Brabham for the 1965 season. Unfortunately the 'renowned tuner' had produced a dog of an engine, and Roger had a very mixed season, including a very nasty accident at Silverstone from which he was lucky to escape with only cuts and bruises.

After one engine rebuild, with very little time before the next race at Oulton (not Oulton) the engine had to be run in, so Roger took it out onto the M1 in the middle of the night. The car was road legal apart from having no horn, so Roger fitted it with a bulb horn. All went smoothly, with Roger slowly increasing speed, until the car was doing around 150 mph. A Morris Minor then hove into view doing a steady 50 in the slow lane, and Roger backed off so as not to unduly frighten its driver. However, as he went past the Minor the engine suddenly backfired and sheets of flame shot out of the eight vertical stub exhausts. Roger doesn't know whether the unfortunate

Minor driver needed counselling after that unnerving experience, but suspects it was likely.

For 1966 Frank Costin enthused Roger into collaborating on the building of a lightweight plywood-chassised sports racer with an Imp engine, and thus the Costin-Nathan was born. The first car was completed in a mad rush for its official launch at the Dorchester Hotel in London just before Christmas 1965. After a few teething troubles during its development, the car quickly proved very rapid and Roger won many races in the prototype. Lots of people then wanted to buy one, and Frank and Roger couldn't make enough of the plywood monocoques themselves, so subcontracted their construction to a boatbuilding firm who made racing rowing hulls for the likes of Oxford and Cambridge, who did a good job.

They also gained a European agent, Dr Dimitri Mollof, who was very keen for the car to show its paces in mainland Europe, so Roger entered for a race at Montlhéry, near Paris. The race was a round of the European Championship, which meant Roger was competing against the mighty Fiat-backed Abarth team, who were major championship contenders. When Roger's funny little wooden car appeared in the paddock the Abarth team manager wandered over to take a look. He kicked the rear wheel, laughed contemptuously, and went on his way. He was less amused when Roger beat all the Abarths to take pole for the race.

Roger knew he had to get to the first corner in the lead, otherwise the superior horsepower of the Abarths would enable them to keep him behind if they could get in front of him. He made a superb start, but as the first corner approached, the leading Abarth started to creep up on him and began to nose ahead. Roger kept his foot on the power until the Abarth braked, then braked himself. He was now going slightly too fast for the corner, but after a massive oversteer moment he gathered it all up and looked to see where the Abarths had got to. They had all backed off, expecting him to have a major shunt, and he was still in the lead.

After that it was plain sailing and Roger took a comfortable win. The Abarth team then protested the Costin-Nathan's windscreen, which was made of Perspex. The rules said that the screen had to be made of 'laminated glass or other suitable material specified by the manufacturer'. Roger was the manufacturer and he had specified Perspex, so the result stood. Abarth appealed, the case went to the FIA, who decreed that the result should stand but Abarth would get maximum championship points (which was all they were really after). Roger wasn't bothered – he kept the prize money.

The original Costin-Nathans were open cars, but for 1967 Roger and Frank started building them with roofs to be eligible for the new FIA GT Championship. They had hoped for backing from Chrysler UK, the manufacturer of the Imp engine, but this proved somewhat lukewarm. The main ambition was to do well at Le Mans, but this didn't happen. An incurable misfire, plus clutch and brake problems, led to Roger deciding to withdraw the car after four hours, mainly because he didn't relish the thought of driving along the Mulsanne straight at night in a handicapped car with the

big Fords and Ferraris blasting past more than 100 mph quicker than he could manage. He described this race as the worst experience of his career.

The misfire was finally sorted (broken wire in the loom) and the rest of 1967 saw much success. Frank Costin had now moved on to design the wooden Protos F2 car, so Roger continued on his own, starting to fit 2-litre BMW engines into the cars. With one of these he had another very successful year, winning two national GT championships.

For 1969 the Astra RNR appeared. This still used the wooden monocoque, but was back to being an open spyder and was initially fitted with a 2-litre Climax FPF engine. Launched at the 1969 Racing Car Show, the car was a success from the word go, even more so when the Climax engine was replaced mid-season by a Cosworth FVA. Roger was now competing at international level in races such as the Targa Florio and the BOAC 1000 at Brands, but during 1970 he realised that to keep being competitive at this level was going to cost more than he could afford, so took the decision to give up racing in August 1970.

Since then he's been involved in a variety of different projects, including commercial flying in Africa. In recent years he's been commissioned by its current owner to completely restore the original Costin-Nathan which had languished in a barn for many years and was in a very sorry state. We should like to thank Roger most sincerely for giving up his time to talk to us – perhaps we can tempt him back at some future date to talk about his exciting life after motor sport.



BPMC Chairman Andy Moss and Roger Nathan

Tim Murray

Manbat Pegasus Sprint



Charles Goddard - MG PA Special



Simon Pollock - Toyota MR2



Graham Blake Westfield SEIW



Rob Orford - MG B



Richard Conway - Volvo PV544



Tim Dennis - Subaru Impreza



Jim Faulkner - Westfield



Benjamin Rolls - Austin Healey Sprite

Simon & Laura Moss

MANBAT Pegasus Sprint



Alex Howells - Hillman Imp



Sarah Munns - Mini Cooper



Craig Russell - Westfield XTR2



Philip Stader - ALFA Romeo



Hannah Stapley - Datsun 240Z



Tim Clarke - Audi Quattro



Phil 'The Speed' Jones - Marcos Mantis



Steve Small - Triumph TR7 V8

Photos by Tony Smith

More Photo's of the event by Tony Smith on this webpage :-

<https://www.flickr.com/photos/cunningplan/albums/72157689703562846/with/24004036458/>

It's an uphill struggle

Anyone for a 3 piston, 2 cylinder engine?

'Surely not' I hear you cry. Maybe for a Dyson vacuum cleaner, but not a car?

Well they say that the truth is often stranger than fiction and the truth is, we uncovered such a vehicle. But let's not get too far ahead of ourselves.

Back in the glorious (?) late 80s, as I swept by majestically in my 1979 MGB GT, old B series asthmatically trying to keep the oversized rubber bumpers off the floor, I would create a nice little bow wave on the dual carriageway and my mate Ian would often get rocked about in it as he peddled like mad in his wife's old 1971 Fiat 500. I can't quite remember why he was using the little Fiat to go to work but he must have broken his 'proper car'.

This little Fiat had history. He had bought it for his then 'wife to be' and it was a proper RHD with a fabric sunroof. It had originally been white but at some point had turned Navy Blue which was a retrograde step in my opinion. It served him well, was fairly reliable and passed each MOT thanks to very careful sculpturing of dummy load bearing cross-members in filler. At one MOT, the tester apparently said 'blimey...you got that welded quickly'. Of course filler was a lot quicker than a weld. How it never folded in two is beyond me, but he lives to tell the tale.

We had a lot of fun in that car. Mrs M, who has something less than zero interest in cars, used to drive it in bare feet and could double declutch. It was a marvel to watch as it really wasn't the easiest of non-synchro boxes to use.

On one wonderful Saturday evening in Cardiff, he and I and our respective ladies got all DJ'd up for a works dinner at a nice hotel. Mrs M drove, 'Pre Mrs J' sat in the front passenger seat and, him and me, both over 6ft, got in the back – sideways and in much discomfort. Upon arriving at the hotel in town, it was 'parking between two cars in the street' time.

And that spelled trouble. Mrs M was not best pleased so we agreed to abandon it parallel to the parking space, all get out and then he and I would lift the rear first and then the front into the parking space. Well the rear bumper easily made it into the parking space, but just the rear bumper. The rest sat out in the road. 'Oh well never mind, they'll get round it'.



As time passed, the little Fiat got retired to a garage and then got used as a general shelf for ski boots, lawn mower grass collectors and such like. Forlorn does not even begin to describe it and I wondered for years why he didn't just scrap it as it was obviously 'beyond'.

And then, in late 2012, Ian had the brainwave that he could get the Fiat restored as a 25th Anniversary present for his beloved.

I am not man enough to try such a stunt on Mrs Jones but I was brave enough to egg him on...

So we plotted a hatch and created a cover story. Mr Castle-Miller got implicated in this 'Fiat 500-gate' early on and Ian ended up spinning a yarn about it going to MBG as a spares car for the good of Fiat 500s all over the world and for the benefit of society in general.

She bought it. While she was at work, I whizzed up with Jeep and trailer and we spent a fun couple of hours trying to drag the 500 out of the garage with flat tyres and seized brakes. Once man handled onto the trailer, I secreted it at my house under a cover for a week before taking it up to MBG and dumping it – sorry, dropping it off – at Tony's emporium. His face was a picture and I have not heard that phraseology since I surprised him with the Lambo Espada.

Ian then spent weeks on tenterhooks, quietly syphoning off savings accounts to me, which in turn – mostly – went onwards to MBG and various suppliers. In reflective mood one day, Ian proclaimed... 'it's odd that I would celebrate 25 years of honest relationship with a lie isn't it?' Quite.

Tony called back with regular updates and I slipped up to see it, keeping Ian informed while he continued to lie and cheat his way to slipping money out of their savings accounts without Mrs Morgan noticing.

The shell was a shocker and Tony intimated that it was probably the worst one he had ever seen. If the sentimental value had not been there, then it would have been an obvious scrapper.



It was a fun conversation when he phoned one day and said...'do you know whether anyone might have been fiddling about with the engine?'

I replied that it would probably have been Ian in his post student poverty mode trying to keep the car on the road for his beloved. 'Why?' I asked.

'Well it's the only time I have ever seen an extra piston lying in the sump...it's a 3 piston, 2 cylinder engine!'

Then there was the clock. Ian had worked with me at the electronics company, which shall remain nameless. In his role as an electronics test and repair engineer,

a repaired Jaguar XJ40 digital clock had accidentally found its way into the Fiat 500's plastic dash panel. Only a Sparky could think it looked appropriate but I suppose back then it was more second hand car than classic car. Anyway, Tony was left trying to source a new RHD, late model, plastic dash cap which was like trying to find Lord Lucan's post office savings book.



The shell got repaired with lots and lots of panels as you can see in the photos. It was a miracle come back. A new interior went in and all the mechanicals were rebuilt. It was a new Fiat 500. The decision was made to return it to original and so it became white again. When I went up to collect it, I was speechless.



With the anniversary fast approaching, the lies continued and the Fiat 500 was stashed in one of my garages. Mrs Morgan would never want to venture into my garage so we were safe. Lloyd and Owen did a super job detailing it ready for the big day and, the morning before the party at the house, Ian drove it up and we hid it round the corner and under a cover.

With Ian delivering his speech in the back garden about their years together, to an enthralled audience, the boys and I slipped away to uncover the car and drive onto the front apron of the house. Right on cue, out they came leading a bewildered Mrs Morgan.

It was a proper 'Car SOS' moment as she looked at the number plate and recognised COR 232K but could not compute the colour change or the fact that it looked like a proper car again. It was a very emotional realisation and one that I will not forget.

With that, in a role reversal, Ian and I climbed in the front and the ladies got in the back for a quick whiz round the block.

What a day. What a restoration. Really, the fun you can have with old cars.

Jones the Speed

Remember When



1957 Nouva 500 N Publicity

The 35th Jersey Motorcycle and Light Car Club Jersey Rally October the 13th and 14th 2017 Part 1

As we queued for the Ferry at Poole on the Tuesday before this year's event there were several competing cars in the adjacent queue. This year the larger boat, the Condor Clipper that runs to the Islands from Portsmouth was still in dry dock in Falmouth so there was no option but to catch the "fast ferry" Condor Liberation, affectionately known to the Islanders as the Spewcat (despite it actually being a stabilised mono-hull rather than a catamaran). It's so named due to its unusual motion when the seas a bit "lumpy" and its effect on passengers of a non-seafaring disposition.

The entertainment, while waiting on the dock, was provided by the check-in staff as they made several rally support vehicles go through a number of 3.5m height restriction "goalposts" forcing the support crews to drive in figures of 8 back and forth. They all got through all the height tests which seemed to significantly disappoint the check-in staff. The support crews all showed remarkable patience and accuracy in driving this impromptu auto solo.



On the Friday morning before the first stages after lunch I had a look around the services area which had sprouted some new signage, no doubt due to the updated safety information from the MSA. There were "No smoking in the service area" signs and an "Arm Extinguishers" sign at service out. One of the service crew asked where he could smoke and the Service Out Marshal pointed and said, "the Crematorium!" The service area was the usual split of all calm or all frenzy as the well

prepared considered the first stages and their tactics for the event, while the ill prepared cursed and rolled around under their cars, or rummaged under the bonnet. A familiar sight at lots of events.

Out on the stages there was another new message "leave the drone at home" although there was one drone that had security clearance for official filming by the organisers. It will be interesting how this is policed as, as I understand it, not all drones operate on the frequencies the authorities plan to block signals on.

Simon Mauger and Mark Regan were running at car 1, Simon narrowly won last year's event in a R5 Mirage, his 6th time of winning this event, this year he was in a DS3 R5 running again in class E.

Car 2 was the local and well respected Stevie Leonard in his Mk2, co driven again by Sion Humphries, this crew have won the event twice before. Car 3 was UK pairing Chris West and Robbie Hannah in their Peugeot 206 Maxi. At 4 were last year's runners up, local team Ross Le Noa and Dominic Volante in their Mk2, with a couple more stages last year they would probably have caught and passed Mauger.

Ross seems destined to finish no higher than second on this event. Rounding out the top 5 was Simon Chapman and Neil Colman in their 2.5 Proton MEM Satria from the UK.

37 of the 76 starters were from outside the Channel Islands. Other notable entries were from Julian Wilks and Will Rutherford in their 1.4 Vauxhall Nova running at car 13, and Andy Corner and Ade Camp in their Peugeot 205 running at 14, Dan Corner did not make the trip this year after a heavy roll last year.

Jerseyman, Ed Fossey and Chris Sharpe-Simkiss, fresh from winning the UK 1400 BTRDA Rally Championship in their Toyota Yaris were at 40. There were also number of family rivalries within the rally with entries from the Le Noa's, Mauger's and Le Bailly's among others.

This year saw the event gain UK National Status and also host a round of the FUCHS Lubricants Historic Tarmac RAC Rally Championship, and we were treated to the Porsche of Dessie Nutt and Geraldine McBride, the BMW of Lyndon Barton and Simon Hunter and the Hillman Avenger Tiger of Ian Robertson and Andrew Scott, among others. Whilst overall honours for the championship had been sewn up by the Porsche paring, there were still classes to be contested and Barton and Hunter were hoping to get enough points to move them from 3rd overall to the runner up spot.



Cars outside the Radisson Blu, where the state of the fried eggs at breakfast seemed to be exercising the Porsche crew rather than the state of the car preparation or the stages. The yokes weren't runny!



The rally followed its usual and well-tried format of pairs of stages run consecutively 3 or 4 times with service after running each pair of the stages twice. Each stage is typically between 3 and 5 miles which might not sound that long distance wise, but it's a very busy time for both of the crew as there aren't many straights longer than a couple of hundred yards and the corners come thick and fast.

The stages vary each year so as not to inconvenience the same local residents every year, and there are so many great roads on the Island to choose from, there's no reason to keep using the same route. The event organisers go to great lengths to ensure the residents are kept on side.

As a past sector marshal on one of their events, I delivered milk and a daily paper to one resident who was inconvenienced by the road closure. Going that extra mile ensures the event retains its good relationship with those not so motorsport orientated as ourselves. Let's hope the Chelmsford close road event on the mainland next April has the same good relationship with the locals.



The 8 stages this year were predominantly in the east of the island, with just the 2, stages 5 and 6, in the North West run on Saturday morning.

After overnight rain on the Thursday night the stages were still damp as the first pair of stages got underway on Friday afternoon. A tentative approach was taken to the first run through the stages by those in the know, as a competitor, you can only loose the rally on the first stage.



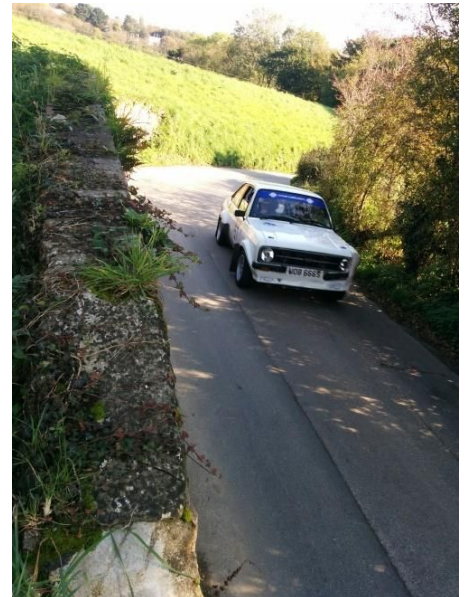
The top left image shows typical granite walls on the island, these put a premium on being neat and tidy, as they can suck the cars in once they catch them. There are similarities to the Manx with its banks either side of the road.

Tight and slippery was the best way to describe the early stages of this year's rally on Friday afternoon as these images show from Stage 2,4&6 Grouville, sponsored by Romerils. The corner at the top of the bottom left image claimed Car 24, the Mazda of Guernsey based crew of Dale Crossley and John Vaudin. The spectators managed to get them off the bank, but their front suspension was seriously deranged. They managed to get back to service and re-join the main event on the night stages. As a local Marshal next to me said, "he's got form, he doesn't like Jersey, he comes every year and tries to change it."

The corner in the foreground of the bottom right image caused some moments for a number of crews as they approached from the left to take this “open 45 left,” Car 29, the Clio of Ben Smith and Steve Smith went almost straight on, on stage 4, hitting the bank and just avoided a trip into the heavily ploughed field, again the spectators got them back on the stage and bump-started them on their way.

“Open” is a relative term on Jersey, most of the bends are really tight, and a lot are absolutely square, this make it a delight to be in a Mk2 Escort with a suitable pull to turn lever, but quite a challenge for an Impreza or an Evo with their limited lock and longer dimensions. There are also often rocks embedded in the road on apexes and hidden in the grass banks, to catch the unwary.

To the right, in this image, the road drops away quite abruptly in the braking area, leading into an off camber square right, which again caught out a number of crews. On stage 2, Car 57 of Dick Mauger, Jersey born, but now living on the mainland, with Gino Gouveia navigating, re-arranged the front of his otherwise immaculate white Mk2, by going straight on into the bank at this bend, one of several to make this error. Dick was competing on this event for the 33rd time, so maybe experience and local knowledge isn't the only thing that's required to win this rally. There were some choice remarks in service about Dick having competed on all the roads on the island over the years and should have known about this one...



So after the first run through these first two stages Car 7, the Mk2 of Richard Fishleigh and Mark Shillaber from the UK had a slender lead of 0.4secs from Car 2, locals, Stevie Leonard and Sion Humphries, Car 4, Ross le Noa was 3rd, Car 1, Simon Mauger 4th and Car 9, Robert de St Paer 5th.

After the second running of the stages, Stages 3 & 4, a clear pattern had started to emerge as Leonard and Humphries had moved into a 5 second lead from Fishleigh and Shillaber, Le Noa was holding 3rd more than 7 seconds behind Fishleigh, and Mauger was holding 4th almost 30 seconds adrift of Le Noa.

The final running of these stages before a longer service, allowing the crews to fit lights for the night stages, Leonard had stated to stamp his authority on proceedings. He was now a full 22 seconds clear of Le Noa, now in 2nd, with Fishleigh 3rd and Mauger still holding 4th now only 12.5 seconds behind Fishleigh, having picked up the pace on the last two stages of the afternoon.

There seems to be a clear pattern to this rally, the Friday afternoon seems to dispatch the poorly prepared and the night stages, which were about to commence, sorts the men from the boys. These lanes become such a challenge in the dark that they have little equal, even a Motoring News Road Rally I don't think is as challenging. The lights the cars now carry far exceed anything allowed on the public

highway with banks of LED's, in fact I think you could get arc-eye from some of these lights they are so bright.



Over the years many competitors on this event have had significant accidents at night due to lighting failure. I have stood several times for the night running of the St Clements stage, on a bank above the road with a 30 left, followed by a 45 left and then a 60 left all flowing into each other, and this proved to be a good spot again this year.

Elsewhere on the night stages there were the usual mechanical gremlin issues for competitors. For Mauger and his DS3 R5 it was an electrical issue that meant the engine would not start, so they didn't get to try those nice new shiny lights. Should have stuck to a Mk2 even if it has to have an ECU for the engine, it doesn't require 4 people with laptops just to start it!

The night took several scalps, there were a lot of chestnuts under the trees in places during the day and it is thought these played a part in the demise of at least two competitors. It was a shame to see the demise of Car 41, the TR7 V8 of Alastair Flack and Nick Starkey who managed to barrel roll twice down the road, both got out OK. Not so the Triumph.



Stage 11, sponsored by The Mansell Collection (yes Nigel, and it's a very interesting collection, I had no idea he had won so many things) the third running of the Trinity stage, and were the Triumph met its demise, seems to have had the biggest impact on the lower order with pretty much everyone from 20th place onwards getting notional times due to the accidents. In fact the Triumph went off where there had been a previous accident so it could have been fluids

from that accident as well as the chestnuts...

At the front, Stevie Leonard was now 1 minute, 19 seconds ahead of Ross Le Noa as they traded fastest times, but Stevie always having the edge on Ross and extending his lead almost at will. Car 6, the 2.5 Millington powered Mk2 of locals Jeremy Baudains and James Ollivro had moved into 3rd and a car 8, a 2 litre Mk2 of Darrell Morris and Steve Gully had come from some way down the field to take up 4th, which is where he finished last year's event.

To be continued next month

David Followell Cirencester Car Club

Bristol Pegasus Fantasy Formula One 2017

Results after Round 18 - Mexico

Sharon Reynolds	Hulkenberg	Raikkonen	Ferrari	Red Bull	Haas	1031
Glyn Workman	Verstappen	Vettel	Haas	Red Bull	Red Bull	982
Ken Robson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	962
Tom Thompson	Raikkonen	Verstappen	Red Bull	Toro Rosso	Ferrari	962
Helen Davies	Palmer	Verstappen	Ferrari	Haas	Mercedes	956
Coralie Thompson	Palmer	Verstappen	Ferrari	Haas	Mercedes	956
Chris Thompson	Hamilton	Palmer	Haas	Red Bull	Ferrari	956
Matt Johnson	Verstappen	Vettel	Ferrari	Haas	Haas	951
Charlie Emsley	Ericsson	Hamilton	Haas	Red Bull	Ferrari	948
Richard Ibrahim	Ericsson	Verstappen	Ferrari	Haas	Mercedes	948
Mike Marsden	Ricciardo	Verstappen	McLaren	Red Bull	Ferrari	932
Katie Davies	Ocon	Verstappen	Red Bull	Toro Rosso	Mercedes	927
Richard Reynolds	Raikkonen	Verstappen	McLaren	Red Bull	Ferrari	918
Donny Allen	Alonso	Verstappen	Force India	Red Bull	Ferrari	912
Charles Alexander	Bottas	Hulkenberg	Haas	Red Bull	Ferrari	911
Helena Sarsted	Ricciardo	Vettel	Haas	Red Bull	Toro Rosso	908
Audrey King	Palmer	Verstappen	Red Bull	Toro Rosso	Mercedes	887
Mary Craddy	Raikkonen	Verstappen	Force India	Red Bull	Renault	885
Craig Brown	Hulkenberg	Palmer	Ferrari	Renault	Mercedes	883
Martyn Davies	Alonso	Sainz	Ferrari	Toro Rosso	Mercedes	881
Joe Robson	Verstappen	Vettel	Red Bull	Renault	Williams	856
Ben Bishop	Hamilton	Hulkenberg	Ferrari	Sauber	Renault	856
Abi Reynolds	Hamilton	Wehrlein	Ferrari	Renault	Sauber	849
Dick Craddy	Sainz	Verstappen	Ferrari	Williams	Force India	846
Andrew Moss	Massa	Vettel	Ferrari	Haas	Haas	839
Mal Allen	Ericsson	Massa	Ferrari	Haas	Mercedes	836
Lisa Davies	Raikkonen	Ricciardo	Force India	Renault	Ferrari	836
Bob Bull	Ricciardo	Vettel	Renault	Toro Rosso	Ferrari	828
Alyson Marsden	Bottas	Verstappen	Red Bull	Toro Rosso	McLaren	820
Tim Murray	Hamilton	Verstappen	Renault	Toro Rosso	Ferrari	815
Liz Moss	Grosjean	Hamilton	Red Bull	Renault	Williams	797
John Mearns	Magnussen	Verstappen	Mercedes	Sauber	Haas	791
Jeff Oakley	Verstappen	Vettel	Sauber	Toro Rosso	Mercedes	781
Aaron Ellis	Verstappen	Vettel	Renault	Sauber	Mercedes	776
Chris Bennett	Massa	Verstappen	Red Bull	Williams	Red Bull	770
Michael Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	761
Merlyn Griffiths	Ricciardo	Verstappen	Force India	Williams	Red Bull	761
Alison Bennett	Hamilton	Verstappen	Force India	Haas	Renault	747

Sam Thompson	Grosjean	Hamilton	Haas	Sauber	Mercedes	726
Simon Moss	Grosjean	Hamilton	McLaren	Toro Rosso	Ferrari	711
Martin Emsley	Verstappen	Vettel	McLaren	Williams	Red Bull	695
Mark Niblett	Bottas	Vettel	McLaren	Renault	McLaren	628

2017 Formula 1 Race Calendar

Round	Date	Race	Circuit	Live on TV
19	12 November	Sao Paolo	Brazil	Sky
20	26 November	Abu Dhabi	UAE	C4 / Sky

New Automated Membership System

We have introduced a new automated membership system. A link has been added to the Bristol Pegasus web site.

The new system will help to ensure 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

Bob Bull's F1 Facts Quiz No. 11

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

Of course you could Google the answer but where's the fun in that :

Quiz 11

Not about GPs but a Goodwood special

When was the First race meeting at Goodwood?

When was the last (not including current historic meetings)?

When was it reopened for Historic Racing?

What is the ALL time lap record?

What is special about the 31st Fighter Group based there in 1942?

Answers to Quiz No 10

Malaysia GP

Lap Record/Fastest Lap ?? 1.34.08/1.30.076

Most Poles ? Schumacher and Hamilton

Most wins ? Vettel

Winner of First Race ? Eddie Irvine

Most successful Team ? Ferrari

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

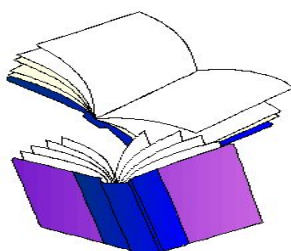
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



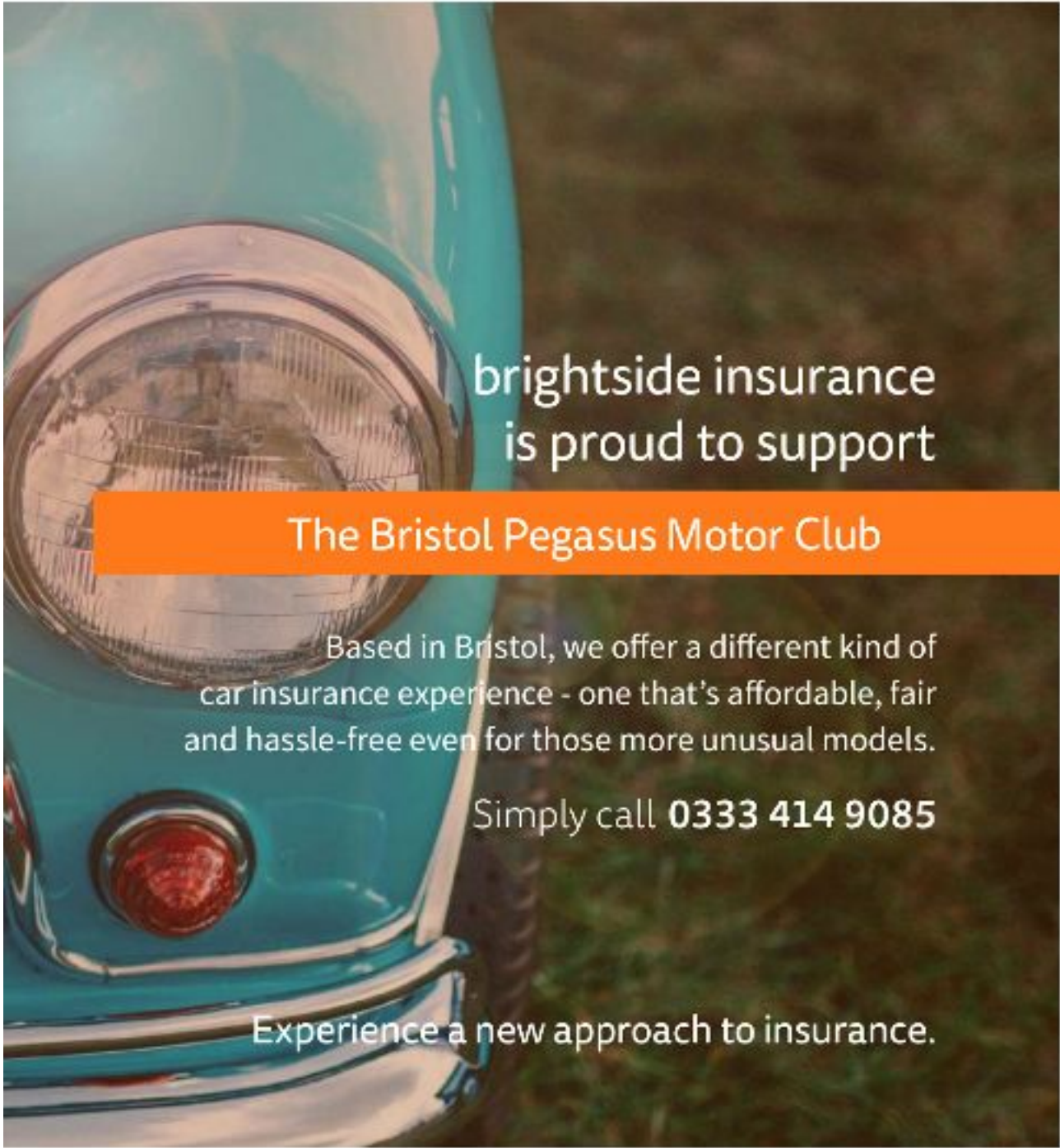
Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.

PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**



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Opportunities in Bristol Pegasus

Get more involved and enjoy yourself more !

In recent years we have lost a number of long time committee members, and unfortunately it seems harder to find people willing to get involved. Despite the hugely rewarding benefits of being an active member of the club. Demands on all our time is greater than ever. I know we are not alone in struggling to get new people involved and it is an issue for clubs of all sorts. Whilst it is easy to assume "someone else will step up" there is a real possibility that without new faces there will not be a club to be a member of in the not too distant future. As the numbers on the committee have decreased the demands on those remaining increases, which itself leads to the possibility of more people finding the load too much and very quickly a strong club can cease to exist.

Clearly we need to address this issue if we are to provide the range and quality of events we all enjoy. There are a number of roles we need to fill and some of these have been vacancies for far too long. The best way to do this would be to spread the load amongst as many people as possible, an hour or two each month really can make a huge difference, as can someone offering to get involved in organising a single event.

Below is a listing of some of the things we need your help with.

Committee Roles

Membership Secretary

Bob Bull has done an excellent job of keeping the membership records, but is standing down at the end of the year. Between Bob and our Website guru Richard Reynolds we have installed an automated membership system. However we still need someone to look after questions and enquiries, as well as helping out the few members we have without computer access to use the automated system. The role also includes looking at how we can recruit new members. The job should take a few hours a month and the membership Secretary would normally be a committee member and able to attend meetings.

Assistant Competition Secretary

Could you help the competition secretary and at the same time learn about MSA rules and organising competition events? You could also help with preparing event administration to take some of the load off the event secretaries.

Equipment Officer

Could you keep an eye on the clubs equipment, ensuring event organisers have the kit they need when running an event, making sure the kit comes back to the club store after events, help buy replacements for any broken items and make sure everything is in usable condition when it is needed ?

General Committee Members

Would you like to become a committee member without a specific role in mind?

Non Committee Roles

Most of the roles below could be done by someone who is not on the committee but who could give a few hours of time to the club. Perhaps you can't make committee meetings or are not local to Bristol - there is plenty you can help with.

Clubmans / Marshals Championship Coordinator

Maintains the rules and results for club championships, obtains results from all club events and updates a results spreadsheet. These are then published on the club website and in Backfire. We have two championships - Clubmans and Marshals. The job should take no more than an hour or two per month, but needs someone who can keep on top of updating the scores regularly.

Speed Championship Coordinator

We would really like someone to help revive our speed championship, encouraging people to enter the championship and submitting results to score points - an ideal job for a regular sprint competitor perhaps ?

Press and Promotion

Ever fancied seeing yourself in print in the local press or motoring magazines ? We need a press and promotion officer to write articles about the club, devise novel ways of promoting the club to new members, prepare leaflets to promote the club and make use of Social Media to get the club to a wider audience.

Graphic Designer

Are you a wiz at creating fancy graphics on a PC ? Throughout the year we are running events and creating things like publicity stickers and merchandise that need graphics, logos and artwork - would you enjoy seeing your work in print ?

Awards Secretary

Could you keep a record of who has won events and order trophies for the AGM. Mostly requires some time in the dark evenings coming up to the AGM.

Lead Marshal

Could you organise marshals for our events, keep records of who has helped in the past and contact them before events to see if they can come along again, help organise marshals prizes and make sure they are looked after at events ?

Backfire Columnists

Want to write a monthly column in Backfire? It could be about cars and motorsport in general, club events or your own motoring and motorsport activities.

Event Organisers

Could you organise a competitive or social event ? Perhaps a summer treasure hunt or help with one of our bigger events such as the test day or a sprint. If few people come forward to help with just one event it will make a real difference.

What else ?

What could we do better, how would you make improve the club, what would you like us to do? We would be happy to hear any suggestions you have to help.

BPMC at Castle Combe Classic



Castle Combe Classic Demonstrations



Andrew Wareing - Jackie Stewart BRM P261 s/n 2615



Tony Sinclair - John Surtees Can Am Lola T70



Mark Hales - Ickx/Andretti/et al Ferrari 512S s/n 1026



Tony Hazelwood DAF V8



Mark Martin - James Hunt Hesketh 308C s/n 308C/1



Mark Martin - Ayrton Senna Ralt RT3



Steve Griffiths - Satoru Nakajima Lotus Judd 101



David Bradbury - Bob Wollek Jaguar XJ15 Challenge

Castle Combe Classic Race Winners



Patrick Blackeney - Edwards Fazer Nash SS



Darrell Woods (Red) Staride Norton Mk3



Harry Wyndham (Blue) Jaguar E-type



Steve Boulton Brooks Aston Martin DB3S



F5000 Demo Greensall Lola T332 / Glover Chevron B37



Benn Tilley Lotus 22



Walker / Griffiths Lotus 15



Steve Boulton Brooks (again) Aston Martin DB3S

2016/2017 Statutory Accounts

BRISTOL PEGASUS MOTOR CLUB INCORPORATING BRISTOL AEROPLANE COMPANY MOTOR CLUB

	Note	2017	2016
FIXED ASSETS			
Tangible Assets	1	11370	11370
CURRENT ASSETS			
Stock for resale		720	720
Prepayments and Accrued Income		0	1009
Reserve (BAC MC) Account		19120	19046
Cash at Bank and in Hand + Event Float		7242	8132
Event Float			
		27082	28907
CREDITORS			
Amounts falling due within one year -			
Sundry			1395
Accruals and Deferred Income		496	1604
		496	2999
NET CURRENT ASSETS		26586	25908
TOTAL ASSETS LESS CURRENT LIABILITIES		37956	37278
Represented by:			
CAPITAL AND RESERVES			
Balance brought forward		27507	25548
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		679	1959
		37956	37278

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2017 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Andrew Moss

Director

6th November 2017

NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2017

1 ACCOUNTING POLICIES

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

2 SHARE CAPITAL

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

3 TAXATION

2017 £

2016 £

Based on results for the year:

Corporation Tax

496

599

Rate 20% 1/11/2016 to 31/3/2017, 19% 1/4/2017 to 31/10/2017

4 THERE ARE NO GUARANTEES OR FINANCIAL COMMITMENTS

5 STAFF COSTS

The company has no employees. The directors serve without remuneration.

BPMC 2017 Pegasus Events Club Calendar

Date	Event	Location
Mon 13th Nov	Club Night	BAWA 8pm
Mon 11th Dec	AGM & Prizegiving	BAWA 8pm
Sun 31st Dec	New Years Eve Autosolo	Aust Services 9am
Sat 13th Jan	Inter Club Skittles	BAWA 8pm



Free viewing at our BAWA club night 13th Nov.

Brakefire



Nigel Greensall toasts Chris Milner's E-type front brakes, trying beat his own outright lap record in the GT and Sportscar Cup race at Castle Combe Classic