

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Philip Montgomery-Smith OMS2000M FTD Pegasus Sprint



November 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

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Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



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



Photo Gallery – gallery.bristolpegasus.com



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



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



Instagram – www.instagram.com/bristol_pegasus_motor_club

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2022 Club Committee Elections

Nominations for the Board of Directors

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

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

Nick's Natter



As you read this the Pegasus Sprint will be over. We are going back to the 2019 format of a full lap. This has meant fewer competitors but better value for your entry fee, we hope! We are all working hard to prepare for this event but sadly it's only a small number of us doing all the work. Please can I make yet another plea for more volunteers as we won't be able to run this event next year unless more people come forward to assist in the organisation. On a positive note we have a good quota of marshals. **A BIG THANK YOU** to those of you that have volunteered.

At the end of last month we went to see the final round of the British Hillclimb Championship at Loton Park. What an amazing venue and excellent racing. And then on the Sunday it was the Breakfast Meet which was a bit quieter than usual but hopefully we will have a better turn out for the last one of the year. Parking is available for broomsticks.

Duncan Pittaway will be giving a talk at our next club meeting on Monday 14th November at 1930. We are returning to the BAWA Club for the winter meetings, 589 Southmead Rd, Bristol BS34 7RG.



Nick Wood

Editorial

Welcome to November's edition of Backfire.

October has been a busy month competing at Trac Mon, then a seven day tour in Europe followed by a very enjoyable day competing in our own Pegasus Sprint at Castle Combe.

Big thanks to everyone who made the day happen, especially the marshals who endured a chilly wind despite the glorious sunshine.

Our forthcoming event sees our club night returning to our pre COVID venue at BAWA, if you have not been before details are on page 7. Our first meeting there will be on Monday 14th November and to kick off our return we will be hosting an evening with local veteran, vintage and classic enthusiast Duncan Pittaway.

On December 12th we will be holding our AGM at the same venue, details of how you might like to get involved with the club are contained in this issue, our annual accounts will appear in the December issue of Backfire.

This will be the penultimate printed copy of Backfire unless someone would like to come forward and take over printing and distribution of around 70 copies per month. Please contact any of the committee members listed on page 2 of this edition if you would be interested in taking on the responsibility.

Thanks for contributions to this month's issue from Liz Cooper, Rob Ford, Phil Jones, Tim Murray, Richard Reynolds, Cherry Robinson, Tony Smith, and Nick Wood.

Wishing you all a safe month's motoring !



Ralph Colmar

Events

Monday 14th November Club Meeting **CHANGE OF VENUE** **BAWA Leisure Centre**



From November 14th our club meetings will be returning to BAWA Leisure Centre. Our first speaker will be the intrepid Duncan Pittaway who is probably best known for his restoration of the fearsome fire breathing 1913 FIAT S76, but also competes with several other interesting vintage cars. 7:30 for 8pm start.

Notice of AGM - Monday 12th December 2022

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2022 at BAWA Leisure Centre, Southmead Road, Bristol, at 8.00 p.m.

For more details including committee nomination forms see back pages of this issue.

Invitations

Bristol and Bath Lotus Evenings

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

01-Nov **Henry Mann** - Alan Mann Racing

6 DEC **Ivan Dutton** on his cars and his new racing driver protege.

2023.

9 JAN, Racing driver & A.R.D.S. racing driver trainer **Paul Taft**.

7 FEB, Lotus Guru **Miles Wilkins**.

7 MAR, Racing driver and LOTUS 25 F1 racing car driver **Andy Middlehurst**.

4 APR, British.Racing.Drivers.Club. Guru **Ian Titchmarsh**.

Club Night Venue

Our regular venue is -

BAWA Leisure Centre

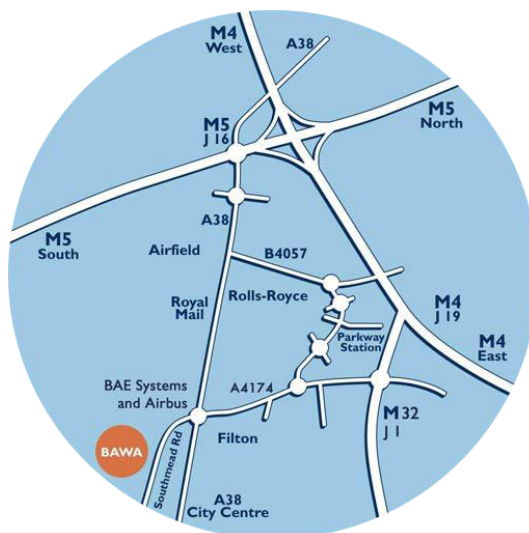
589 Southmead Road, Filton, Bristol, BS34 7RG



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 7.30pm, 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 14th of November. Meet from 7:30pm for an 8.00pm start to the talk.

Petrol & Steam Sunday 24th September



Photos by Martin Baker

Pegasus Sprint Paddock Americana



'32 Ford Model A



'37 Ford V8



'28 Ford



'34 Chrysler



'51 Chevrolet



'76 Pontiac Firebird



'59 Series 62 Coupe



'54 Ford Consul

Pegasus Sprint Paddock



Tim Dodwell - Volkswagen Scirocco



John Fordy - Austin Healey



David Standing - JKS F75



Dave Roberts - McLaren Chevrolet M18



George Proudfoot - Morgan Series 1



Steve Small - Triumph TR7 V8



Keith Riches - MG PA



S&C McEvoy - MG Magna

Pegasus Sprint Track Action



Henry Holdcroft - Austin A35



Pete Goodman - Lotus Elise Mk2



Lloyd Jones - Marcos 1800 GT



Sarah Thorne Lotus 20/22



Richard Cole - Opel Speedster



John Payne - Sunbeam Imp Sport



Samantha Browne - Triumph TR4A



Paul Harvey - Westfield SE

Photo's Tony Smith more at :-

<https://www.flickr.com/photos/cunningplan/albums/72177720302913522/page1>

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

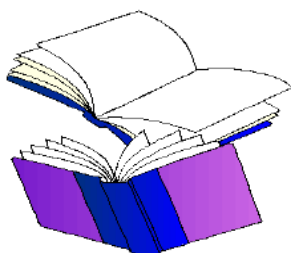
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencerATgmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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



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



MANX MOTOR RACING CLUB

MANX CLASSIC 2023



April 27th, 28th, and 29th, 2023 - three unique hillclimbs in 3 days
The Sloc 1.06 miles - Creg Willey's 1.39 miles - Lhergy Frissell 1.48 miles
Three of the longest hillclimb venues in the UK - All on closed public highway roads



The organising team are working on the 2023 event and enquiries for information regarding marshals, prospective competitors and championships are welcome.

Register your interest now for this unique event by email to:

entries@manxmotorracing.com

Manx Motor Racing Club will forward event regulations, information for marshals and entry/event details immediately they become available

<http://www.manxmotorracing.com/>

It's an uphill struggle....

Don't lose your shirt...

We managed a super classic tour to Portmeirion with Club Lotus in July. This was the 4th time we have done it. The first was back in 2017 in the Esprit, which was brilliantly suited to the trip. Old school and right sized on the mid Wales twisties, but with room for the weekend gear and surprisingly comfortable.

In 2018 we took the Exige V6 for the faintly pathetic reason that it had aircon and it was going to be a hot weekend. The Esprit – not that I realised at the time – was missing most of its heat shielding and sound deadening – a consequence of its previous life, I guess. That's well addressed in this latest restoration.



The Exige was also brilliant and ridiculously quick, although quite a trick to get everything into it. And, without a spare wheel, I was on tenterhooks. Yes, I know I am a bit old school, but I like spare wheels. They stop a corner of your car falling on the floor after a puncture...

In 2019, we again went in the Exige as the Esprit was, by then, up for sale – predating my change of heart to keep it and restore it. Covid and the fallout took care of 2020 and 2021, so this upcoming event was hotly anticipated.

We went in the Elan Sprint and, following the recent technical fun with the Marcos 1800GT, I was sure to take plenty of spares and tools. With all that in, I was wondering where all her shoes were going to go. Blimey the Elan is like a kiddy car.

Two days before we set off, the Range Rover returned complete with rebuilt drivetrain, power steering and lots more. It was great to see it again. JLR kindly offered to deliver it – I was planning to go and collect – so I graciously accepted, especially with fuel at these prices. About an hour before arrival, the delivery driver phoned me to give me an ETA. “Are you towing a covered trailer?” I asked, thinking about where he could pull up and then turn around. “No, he said, it's a bit of overkill but I am in an artic” ...

And he was. Thankfully, he arrived about 30 mins after the feral Mums had disappeared from the school gates in their combat spec, pretend SUVs.



When he said 'artic' he wasn't joking either – a vast thing with a hydraulic extending back and ramp. Clearly it wasn't all for me of course, he was on his way to Bristol to pick up 6 vehicles. The Range was nicely done and they had filled the tank as well – not a small item on these, especially with E5 going in.

I then popped on a set of Tipper's black and silver plates before celebrating with a cheeky Ruby Murray.

And so to Portmeirion in the Elan. Sweltering heat was dealt with by windows down and the use of some towels on the black Vinyl seats, as recommended by your trusty Backfire editor. Spot on Ralph.

The first surprise was that we got everything in it. The second was that it did 40mpg – that was certainly welcome. That 5 speed box makes a difference.



On the Friday we convoyed round the edge of Snowdonia to GYG Karting Centre near Corwen, just off the A5. If you haven't been, you should go. It's a large outdoor track and – being in Wales - on a hill. That brings a different dimension to it all.



The 270cc ZipKarts were torquey enough to get to over 60mph up the long hill section. Nineteen of us got out there and after 'Qualy' I was 4th fastest. We immediately went back out for the first heat race and, having narrowly avoided a few spinners and had an excursion on the grass (ahem), ended up 9th. By the end of the 3rd race I was back to 5th and, with the heavy steering, had a pair of completely numb hands. It was a great venue and thoroughly recommended.



For once, Portmeirion was dry and sunny and the whole place looked perfect. All was going swimmingly until about 5pm on Saturday, when I thought about getting ready for the formal dinner that evening. You know where this is going don't you?

Anyway, the strapline when we got downstairs for a glass of shampoo on the terrace was...

"the shoes, trousers and dickey bow are all on....the cufflinks aren't now needed...and the shirt and jacket are back in Cardiff". My how we laughed...

In all my years of constant travel, I always packed my own stuff and was very fussy about the details, so I just never had packing fails. But, of course, age and a more relaxed approach to life can only mean slipping standards and this is my second packing fail in recent times

The previous one was in 2016, when we went to California for a family holiday. My daughter was being 'busy' and helping her father with the packing. It was a nice touch, but got me 'discumknockerated', as Doddy used to say. And then we arrived in the hotel in Santa Barbara and, on the first morning, I was about to get dressed and..."where's my pants and socks gone"? Two weeks worth.

There was a choice. Either go 'Commando' for two weeks (the C.O. quickly ruled that one out on grounds of common decency and avoidance of yet more material for bawdy humour) or go for 'yesterdays' tuned inside out and head for the shops. So we took the second option. Problem was, there were no 'normal' shops, so I ended up with over \$200 worth of damned designer stuff with labels in places that no one should ever be allowed to see. What's the point?

Give me a plain set of Marks and Sparks any day.

Jones the Speed

We haven't had a challenging little ditty for a while, so, what is this a part of?



Club Facebook Group - This Month

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

- We now have nearly 850 Members in the group
- Breakfast Meeting Photos
- Photos from The Pegasus Sprint
- Event invites
- Items for sale



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

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

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

Motorsport UK RS Clubman licence



Renew or Apply for your free 2023 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/>

50 Shades of Red

In order to accommodate my Classic Marques appearances at Trac Mon and the Pegasus Sprint I had to take some time off work and with time on my hands I decided to take an autumn break and do a tour of France Belgium and Germany before the final sprint of my season, our own Pegasus Sprint at Castle Combe.

Despite knowing this for some months I delayed booking anything for fear of the return of the contemporary plague and it was not until I had booked a COVID shot that I finally made the decision to go a week before my departure date.

Booking my trip abroad was further complicated when I was asked to do more overtime in the run up to taking my Autumn leave. Somehow between 15 hour days attending to work I got six nights booked abroad, got my COVID shot with a bonus flu jab and found myself ready to go to Trac Mon with two delicate arms.



Ever the optimist I set off for my overnight stay on the shores of Lake Padern with the top down, by the time I got to the M6 Toll road it started raining in earnest but I remained defiant until reaching the halfway point of the journey at the Norton Canes Services. As to be expected trudging up the M6 to the M56 was heavy going.

After checking in I nipped up to Trac Mon to avail myself of the opportunity to get scrutineering done. The scrutineer was very accommodating, not minding a bit that Madges boot was full with 22 litres of fuel and a tool bag and the passenger seat was occupied by the storage box for my helmet and fire suit.

Unfortunately there was no fish at the track cafe but the steak and kidney pie was a more than adequate substitute.

Back at the track the following a fellow Classic Marques competitor Brian Marshall came by inquiring if anybody wanted to share the garage he booked, it made sense to Nigel Watkins immediately and after a couple more mins in the strong winds it made sense to me too.



After a quick breakfast I met up with Dave and Liz Cooper and headed straight back to the Cafe for the drivers briefing which was delivered with a clear audible almost military precision by Graham Leadbetter from the Longton and District Motorclub.



As recommended Liz, Dave and I did a quick walk of the national track which has plenty of variety and changes of gradient in its 1.2 miles and tyre marks from the previous track day suggested there were plenty of opportunities for tank slappers. Liz took the photo of Dave and I.

The day was quickly clearing up and by the time of the first runs the track was as good as dry, the main difficulty was avoiding getting sucked into turning in too early on most of the turns, as at Lydden Hill.

The practice run and first timed run had proved entertaining enough with Madge doing her oversteer understeer shuffle to get through the longer faster turns but feeling safe enough. I really got her hooked up on the third timed run just after lunch, finding easing up a bit more going into the corners and planting her much more reassuringly as I accelerated through to the desired exit points.

I found no more time on the last two runs and to be honest I was simply too tired on the final run and just enjoyed making it as smooth as possible for the experience.

Next day I took a scenic route from my digs back to London via the picturesque Portmeirion and a stop for fuel at Oxford. By the time I got home I had driven nearly 500 miles since leaving home three days earlier.



I did not have much time to rest as the following afternoon I was booked into a hotel in Folkestone in anticipation of catching the 03:20 Eurotunnel to Calais. After a very early dinner I was soon asleep.



On the train I made a few final adjustments to Madge, concocting a luddite phone holder with some rubber bands, dipping the headlights as recommended by Mazda UK in a pdf in favour of yellow paint and black tape which was always part of the mystique of European travel in years gone by and applying my Ukraine sticker on the back bumper which is now de rigueur thanks no doubt to some arbitrary Whitehall edict.

According to my adjusted by satellite phone by 5am Madge was winging her way across an agriculture odoured Northern France as her hi fidelity wafted the gentle sounds of French cover band Nouvelle Vague singing hits including Guns of Brixton, A Forest, Heart of Glass and This Is Not A Love Song.

After speeding into Belgium the air became filled with a sweet chocolate aroma as the stars began to disappear in the dawn sky. A traffic jam around Antwerpen slowed progress by half an hour and I stopped at the halfway point by distance just the other side of the city.

Once refreshed I passed through Southern Holland into Germany checking into a hotel in Velbert after taking a photo of Madge under a railway bridge built in 1900 just down the road from where I was born. That night I had a schnitzel with a cousin and his family.



For the next six days I avoided all major roads and motorways and meandered through splendid varied landscapes at a snails pace. For the third time this year my holiday was blessed with just the kind of weather a soft top owner dreams of. To start I made my way to Nurburg bright and early stopping under the monorail in Wuppertal for another photo op. From there I went

through Solingen passing the Haribo factory.

I stopped for another photo op in front of the Dome in Cologne but was advised, as is often the German way, that I was parked illegally in a loading zone. I took a quick snap and departed. Soon I was passing the colossal Beyer chemical complex which stretches for several miles and I wondered just how many hundreds if not thousands of miles of pipes it housed and what they were all for.



Once south of Cologne the open countryside started rising as I approached the Eifel Mountains. I watched some small horses, or maybe they were ponies, in a field as I ate my lunch with provisions bought from Lidl.

Ralph Colmar

Beginners Guide How To Get Started In Motor Sport Part 1

The other day someone asked me how to get started in motorsport ? And with one season drawing to a close and another soon to begin the good news is there is no prescribed way to get involved, if you are reading this then you probably belong to the Bristol Pegasus Motor Club or know someone who is a member of the club.

If you are not a member but would like to join, you can register to join online at this web address first year **membership to first time members is free** :-

<https://bristolpegasus.com/membership/join-our-club/> and £10 annually there after.

The next step is to get involved with the club's motorsport activities and again there is no fixed route to either volunteer to be a marshal or to compete.

It is certainly cheaper to start with being a volunteer marshal, either at an autosolo, production car trial. You need no experience and you will never be asked to do anything that is beyond your capability and experience.

An autosolo is an event held in a large space like a car park where competitors drive around a predetermined course marked out by cones. As a volunteer marshal you may be asked to return cones that get moved by competitors and to report such competitors who touch cones so that appropriate time penalties can be applied to their score. Beyond being fit to spend a day lifting and replacing cones with a reasonable eyesight no additional skills are required.



The benefits of volunteering to marshal is that you will come into contact with organisers and competitors, you can ask all the questions you want and get a general feel for this most elementary level of motorsport without taking any risks. On top of that you will enjoy the company of some like minded enthusiasts.

To compete at this level you will need two things :-

- 1) An RS Clubman licence issued, **free** of charge, by the governing body of the sport in the UK, Motorsport UK. You can apply for the licence online at :-
<https://www.motorsportuk.org/competitors/rs-clubman-licence/>

2) A road car that is road registered, taxed and where applicable with an MOT. Your vehicle will not require any modification or additional safety equipment, the most important thing is the battery is secure and there is nothing left loose left in your vehicle when you compete. These things will be checked by a scrutineer, a volunteer who makes sure your vehicle complies with the regulations of the meeting.

Some autosolo events run autotests simultaneously; these run the same course as autosolos but require a passenger to be in competing vehicles. A passenger will also need an RS Clubmans licence to take part.

The benefit of competing at this level is that there is little risk of damaging one's car against a traffic cone.

Entries and calls for marshalls to help with autosolos and autotests are usually announced a couple of months ahead of the event on the Bristol Pegasus Motor Club website :- <https://bristolpegasus.com/https://bristolpegasus.com/>

A similar level of off road competition is a production car solo where competitors are required to negotiate a short off road course without touching any of the 10 pairs of marker poles. Marshals are required to be a bit fitter to officiate at these events as the terrain is rougher and usually on the side of a hill. Instead of moving cones marshalls will be required to put any marker poles back to mark the course and observe how far up the course each competitor has progressed.



Competitor requirements are the same as per Autosolo and Autotest an RS Clubmans licence for driver AND passenger, and a 2 wheel drive road legal car taxed with a valid MOT if required. Naturally cars with a higher ground clearance are best suited to these events but I competed with a 1990 VW Passat, hardly known for its ground clearance or off road capabilities and won first time out !

Ralph Colmar

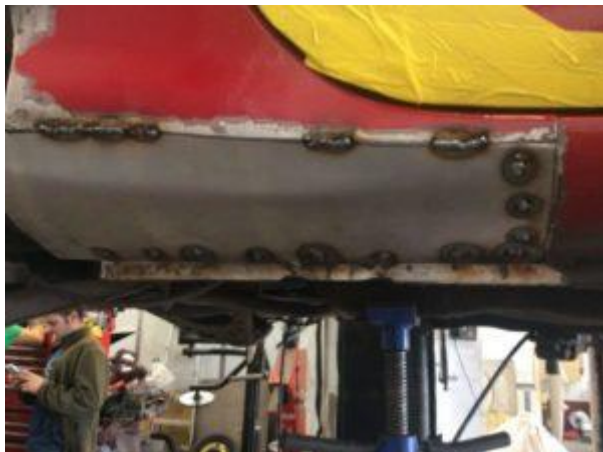
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or website:- <https://www.sghbodyworks.co.uk/>

SGH Bodyworks Unit 4-5,
Beehive Trading Estate, Crews Hole Rd, Bristol BS5 8AY.

Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Singapore GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1689
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1689
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	1517
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	1504
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	1486
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	1486
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	1382
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	1370
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	1353
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	1339
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	1316
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	1216
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	1203
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	1197
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	1185
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	1170
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	1152
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	1106
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	1096
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	1073
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	1066
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	1062
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	1040
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	1040
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	1017
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	1012
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	939
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	912
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	824
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	793
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	791
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	755
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	736
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	715

Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	640
Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	636
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	425

2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
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

For Sale



1937 Ford v8, 4 door. Rhd, UK assembled car. 12v, dynamator, new waterpumps, stainless headers & exhausts, oil galleries cleaned out, waterways flushed, radiator recored, electric fuel pump, electric fan. 7.50 16 rear tyres, 6.00 16 fronts. Located in Bristol £13,000 ono.

Contact Andy Henshall, see
<https://www.facebook.com/groups/853893194654696>

2022 Events Calendar

Sunday 30th October	Last Breakfast Meet 2022	Dean Forest Rlwy
Monday 14th November	Club Meet with Duncan Pittaway	BAWA
Monday 12th December	CLUB AGM	BAWA

Automated Membership System

The system allows you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

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

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

Backfire



Philip Montgomery-Smith inspects the fire damage his OMS 2000M incurred when returning to the pit lane prior to setting FTD in the Pegasus Sprint. Photo Tony Smith.

Looking for Venues to hold Bristol Pegasus Motor Club Events

The club are looking for new venues to hold events next year.

These include venues for :-



Autosolo's typically this would be a large car park far away enough from residential area's not to cause a disturbance.



Sprints and Hillclimbs, typically these would again be away from residential areas, old airfields and courses on public roads where there would be a separate return from finish to start could be considered.

If you can think of a possible suitable venue or venues, please get in touch with Nick Wood or any of the other committee members listed on the inside page of the front cover.

Opportunities to get more involved with Bristol Pegasus

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. 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 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

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.

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 track 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 improvements in the club, what would you like us to do? We would be happy to hear any suggestions you have to help.



Notice of AGM - Monday 12th December 2022

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 12th December 2022 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 2022.

The AGM will be followed by the club's 2022 Awards ceremony.

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

“Enclosed with next month's Backfire will be our unaudited statutory accounts for the year ended 31st October 2022. Copies including an income and expenditure statement, will be available for inspection at our AGM on 12th December 2022.”

2022 Club Committee Elections

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/seconded by any existing member or contact the committee.

Position	Name	Signature
Proposer	Name	Signature
Seconder	Name	Signature