

# Backfire

**Bristol Pegasus Motor Club Magazine**



Spot the two BPMC members cars in the Shelsley Paddock



**October 2020**

# **Contents**

**Nick's Natter**

**Editorial**

**2020 Events**

**It's an uphill struggle**

**Castle Combe**

**Pegasus Club Merchandise**

**50 Shades Of Red**

**Shelsley Paddock**

**Goodwood Paddock**

**Bristol Pegasus Fantasy Formula One 2020**

**Fantasy F1 – First Report**

**Editors Pegasus Sprint 2011 - 2019**

**Backfire Bits**

**2020 Calendar**

**Automated Membership System**

Answer to the cover question is the two BPMP member's cars are Madge hiding behind the red S2000 on the left and the Thompsons Ginetta on the right.

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

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



# Nick's Natter



Hello everyone,

By the time you all read this the Pegasus Sprint will be long gone. Hopefully we will all have had a good time, either marshalling, competing or officiating. This event takes a lot of organising and a special thanks must go to the team. Because of Covid there has been lots of extra work for us all to do and I would like to say a big thank you to everyone involved.

Back in September we decided to make a trip to Santa Pod. We saw Chris Hartnell and family breaking records down the strip. The weather was so good that many PBs were re-written. The event was well supported with many spectators who all obeyed the Covid rules. I look forward to the next event which hopefully will be at the end of this month.



Nick Wood

## Editorial

September proved to be a month of contrast, only one job all week on my first week on and then all go on the second week, the only constant being a couple of events for Madge in between the first a second visit to Shelsley and the second my first visit to Goodwood as a competitor.

Both events were great fun with Shelsley run in crisp early autumn sunshine and Goodwood run in drying conditions which were bookended by torrential rain, more on both events appear within this issue.

I had hoped to go and see the 500's racing at Castle Combe unfortunately I was busy at Goodwood and the second day of the Castle Combe Autumn Classic was washed out as was my planned outing as a spectator.

The clubs next event will be the annual Pegasus Sprint at Castle Combe which I am looking forward to tremendously as it will mark my debut as a competitor on the event some ten years after I first marshaled on it.

Sharing Madge with me at Castle Combe will be fellow member and occasional correspondent Dave Cooper. If you would like to take part as a marshal please get in touch with Cherry Robinson, unfortunately this will be a closed event so no spectators.

We are still hoping to get a breakfast meeting organised but have yet to find a suitable venue, if you have any suggestions get in touch with Nick Wood.

My thanks to contributors, Phil Jones, Leo Heap, Tim Murray, Andy Moss, Nick Wood and Richard Reynolds for ensuring you can read this on your device.



Photo Courtesy Leo Heap

**Ralph Colmar**

# Events Calendar

## Breakfast Meet Sunday



Due to the success of the last meeting a new venue is being sought, watch this space.

## Invitations

### Lotus Drivers Club The Bull Hinton

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

### Sunday October 17th Pegasus Sprint - Marshals Wanted

On Saturday October 17th the club will be running the Pegasus Sprint at Castle Combe and celebrating our 75th Anniversary, marshals will be required. In return for your time you will be rewarded with a free lunch and a bottle of wine, please contact Cherry Robinson if you would like to help out.

**Marshalling is likely to be the only way to get to see the action. The number of marshals per post will be limited so make sure you get your name down early.**



## It's an uphill struggle

### *When dinosaurs ruled the world...*

Out of lockdown (well we were...) and full of vim and vigour, I felt it was time for a good old-fashioned rant. I have been a member of the Mercedes Benz Club for quite a few years and really enjoy reading the monthly club Gazette.



But in a recent edition, the (excellent) regular F1 column had a picture of the Merc F1 challenger in pre-Anti-Racist livery. This is not a commentary about Mercedes Benz, as I am a big fan of the marque, but about the state of F1.

Look at the thing – it's been through a sausage machine! Which got me thinking about the current crop of race cars and the 'car interest' that they generate.

The latest F1 cars appear to be a 2 seater 'fast lap for fun' car, burdened with a level of technology that's driven budgets through the roof, with team headcounts of over 1000 people in some cases and producing a noise that's got a whiff of V6 but an almost equal whiff of Ernie's milk float (the fastest in the West of course...).

Looking back at the 50's front engined era of brawny elegance and mechanical edge, the ground breaking 'cigar car' 60s and the Glam Rock, high air box 70's, they had charm, technical interest and, they looked and sounded fantastic.

I enjoyed the 80's turbo era with the bonkers BMW M12's and the Renault and Honda V6s. Yes, they sounded flat, but the cars moved about, the qually engines lasted 2 laps and it was a fight to take a hand off the wheel to grab a gear.

***This is what small boys dream about – yours truly included.***



***Fangio Maserati 250F***



***Jim Clark Lotus 25***



***Just look at Reutemann's Brabham BT44. For goodness sake.***

Even into the 90s with the V10s and the Williams FW14B, we were in race car heaven. But these hybrid, long wheelbase, Scalextric cars in full size? No thanks.

Touring cars are now almost a single make championship with common main components. I looked back at a YouTube of Tom Walkinshaw qualifying a Jag XJS at Bathurst the other day – boy it danced and it bellowed. The Aussie V8 Supercars, which are really Ford and Holden saloons, are just marvellous. Captivating to watch and unbelievably good to listen to, but, with the demise of Holden, I wonder what happens next.

I certainly get the point of single make championships and they provide terrific battles and a great training ground. But when we get to the headline spectator events – those that people travel to, pay money for and enjoy a spectacle from, then I think it should be a battle not only for drivers, but also engineers.

On such battles many exciting car companies were built – Maserati, Lotus, Ferrari, Mercedes, BMW, Alfa Romeo, Porsche. Take away the technical challenge with over strict rules and restrictions and the talented engineers bog off to design more ‘original’ things. Like loo roll holders and shower curtain rings.



***Hans Joachim Stuck BMW CSL***

In the last couple of years, the Porsche 911 RSR with its 991-look-alike styling, but a mid-mounted engine, sounded proper old school. When you hear it, you are taken back to Le Mans 1970 and the bellowing 917 with its dentist drill exhaust and long-winded synchro gear changes. All so charismatic. But Porsche has managed to quieten down the latest version and it now sounds very tame.

Many headline championships have been chassied by Dallara or Taatus, for example. It makes sense to get a volume footprint as this is not an easy sport to fund, but we've lost the bizarre 6-wheel Tyrrell, the flat 12 Ferrari, V12 Matra and skinny ground effect Lotus. The diversity has been lost in a frenzy of trying to make things as equal as we can. What's the fun in everything being equal? Racing is not



meant to be equal. The best engineers, drivers and commercial masterminds are meant to pit their talents against all comers.

As Liam Gallagher so eloquently said ...” Cum on if you think yer ‘ard enough”.

I have long wondered why the FIA does not encourage a 1000cc saloon / hatchback formula (even better without turbos) to create a 1960’s style ‘need’ for new homologation specials. If all the big manufacturers developed such cars, we would have the next gravy train of affordable specials to aspire to. It could certainly be fuel and emissions efficient.

And Rallying? Just try and recall a Group 4 Escort screaming along with its BDA sounding like it wants to burst through the bonnet, or a Lancia Stratos howling and on the edge of ‘falling off’ at any moment, 240Zs, 131 Abarths, unbelievably cool Chevette HSRs and Manta 400s. Then swap them all for 4WD hatchback turbos that go “burp...burp...burp” as they idle. It feels to me as if we are going through a period of ‘unlearning’ and reverse evolution. If, indeed, that is not an oxymoron.

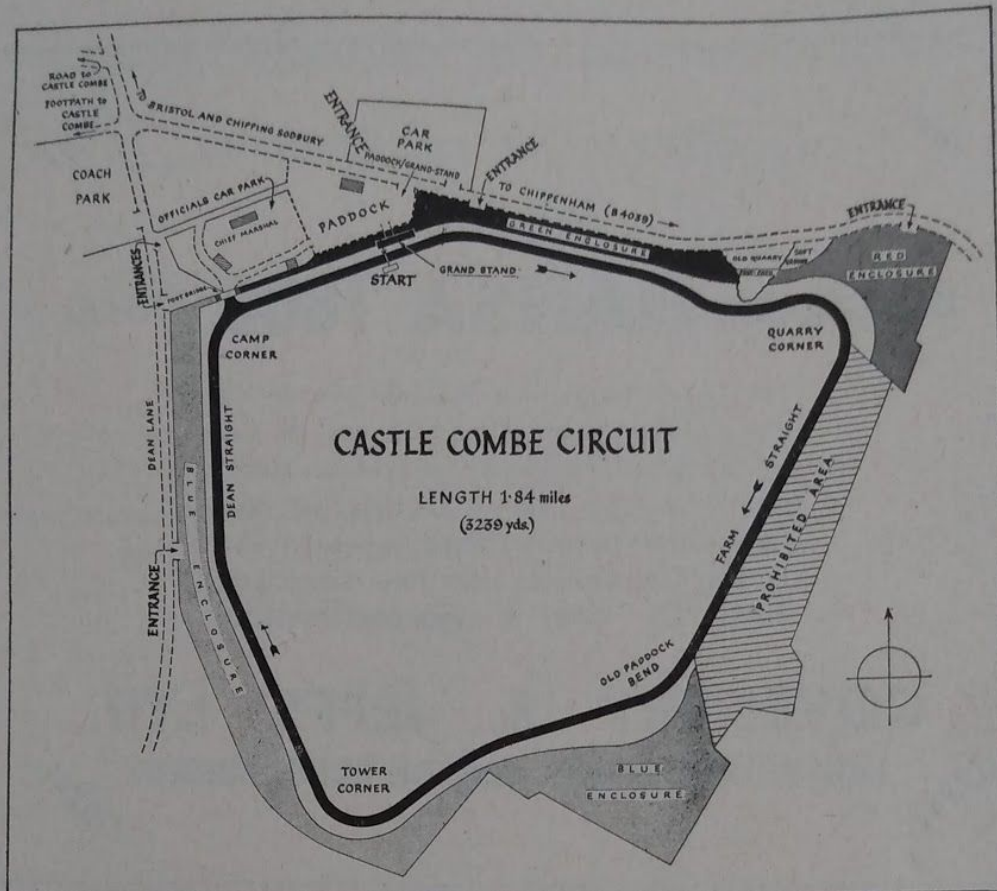
Increasingly, Goodwood, Shelsley, Prescott and the Silverstone Classic are relied upon by yours truly for a fix of proper race car heaven. I wish we could carry on ‘filling up the funnel’. Sounds like the title of a future, bawdy, comedy film doesn’t it? (Matron). Oh, hang on, those are not ‘appropriate’ these days...

*Jones the Speed*



**Late 70's Rally Legend the Rover V8 engined Triumph TR7**

## Castle Combe - 1953



### THE CIRCUIT

The Castle Combe Motor Racing Circuit has been described, since its inception in July 1950, as "reminiscent of a miniature Continental circuit" and as "the Goodwood of the West." With the wholehearted co-operation of the landowner, Mrs. K. R. Maurice, and the tenant farmer, Mr. F. G. Kelly, the enthusiastic efforts of a group of Club members (operating voluntarily with authority delegated by the Club) have resulted in the conversion of a war-time training aerodrome into a first-class motor racing venue. The temporary runways have been lost without trace—leaving a perimeter track, 1.84 miles in length, with natural margins and a true road-racing "feel" lacking in many aerodrome conversions.

It is a notable fact that the Club, by deliberate, if difficult, choice, has made of the Castle Combe Circuit a self-supporting, self-developing venture. Heavily capitalised circuits flower and sometimes die—in the tropical manner—the while the Bristol Club Circuit plods temperately and it is thought, surely, to bigger and better things. Fanfare of trumpets!—and read on.

For this the main meeting of the Club during 1953 the approach to Quarry Corner has been re-surfaced—for the greater comfort of the cars and their drivers! Equally, YOUR comfort has been studied by the provision of a Grand Stand and an extension of the popular round-the-circuit car parking facilities which make a visit to Castle Combe "a pleasure in any weather." The racing "menu" should prove highly digestible and we hope you will enjoy all the fun of the "fare."



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

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

**Get involved**

**Be close to the action**

**Meet Other Club Members**



## **BPMC Pin Badges**



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

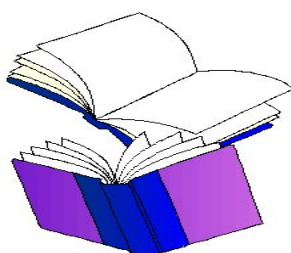
## **BPMC polo or sweatshirts**

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



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## Club Facebook Group - This Month

Interesting posts on the club Facebook group this month have included :-



- Regular Fantasy F1 updates
- Video filmed inside a moving tyre
- Ralph's 10 years of Pegasus membership
- Track Day Update
- Pegasus Sprint Regs Announcement
- Shelsley Walsh Photos
- John O Groats to Lands End in an MX5

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

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

## New Motorsport UK RS Clubman licence from 2020



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

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

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

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

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

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## 50 Shades Of Red

While there is no shortage of roads to explore around Exmoor at the beginning of the month I popped across the M48 and took a cross country route to Abergavenny then headed for Llanthony Priory, round Hey Bluff, for an uphill walk in a stiff breeze and then home via Clodock and more cross country roads to Chepstow.

Later in the month I went to visit friends near Brighton again taking cross country routes via Chippenham, Devizes Salisbury Plain then following the A272 through Petersfield and Petworth and Billingshurst.

I have decided to bite the bullet and get Madges rust attended to, the cost will make Madge the most expensive car I have ever owned including a very second hand E28 M5 I had for a few months in the early 1990's.



After all that has been done I am already thinking about refurbishing the suspension and a Renault Flame Red paint job by which time I'll have spent over five figures on her, but worth every penny in terms of smiles per mile.



I also paid a second visit to Shelsley Walsh with the Classic Marques Sports Car Club and the Thompsons Sam and Tom who were driving their Ginetta one last time before building a Legend for next year.

Confidence was high, thanks in no small part to our trackday in August where I reacquainted myself with just what Madge can handle in the corners.

Before the event a walk up the hill reminded me of a camber best avoided on the exit of the first part of the S and sure enough on my fast run I found myself on exactly the piece of tarmac I wanted to avoid, A little hesitation on the throttle and adjustment to the steering kept me off the banking, but I am not sure in which order. 46.9 was only one second off my PB from my previous visit.

On the 2nd run I went from 2nd to 5th coming out of the S but still managed a 46.0. Waiting for my 3rd run I practiced 2nd to 3rd changes and felt confident going to the line, I took off like a rocket snicked into 2nd then with revs approaching 7k it was up into .... FIFTH ! I still managed a 46.5 s. It emerged that five of us running in the CMSCC class had done more or less the same thing !

For the final run I went through the whole course in my mind again and again waiting in line in the paddock, the whole run is still a bit of a blur my lines were probably way off, but the gear changes were good, missed the nasty camber, missed the drain whole cover, might have nicked the muddy bank on the exit off the S and then pedal to the metal for a ..... 44.8 something !!!!! Oh what joy !



## Shelsley Paddock



Peter Hubbard Maximus GT



Will Gough Ford Sierra Cosworth RS500



Rodney Eyles ALFA Romeo 4C



Keith Wilford Lotus 23B



Rob Anscombe OMS Hornet



Charles Williams Chevron B68



Painter / Fraser Aston Martin Vantage GT4



Ian Metcalfe FIAT 1300





October 3rd dawned with rain at Goodwood, optimistically I had set off at 4am from Bristol with Madges roof down, with the intensity of the rain increasing when I got to the red traffic lights on the Chieveley roundabout I decided to pull in at the services to put the roof up.

As I set about fitting my timing strut in the Goodwood paddock, familiar CMSCC competitors Noor, Emma and Phil turned up and I started making friends with Keith who

came down from County Durham with his immaculate '74 RS2000 in tow.

My previous experience on the circuit was limited to 20 odd laps I had completed in my Volvo 340 1.7 GL demonstrator at a track day in 1987, all I remember from that experience was seeing the oil light come on two or three times a lap in a couple of the corners.

For the practice run I thought I'd use a modest 4000 rpm at the start and took off like a roaring snail as my rear Toyo's completely failed to find any grip on the wet surface of the pit lane, I precariously got round Madgwick and Fordwater and became spooked by how the tiniest of inputs from steering and throttle seemed promote a break in traction.



I slowed right down for St Mary's staying in third and as I came out of the left hander the tail came round in the blink of an eye, once I felt the momentum had switched to a rearward motion headed towards the infield I relaxed and let Madge come harmlessly to rest in the grass.

I proceeded round the rest of the lap with more caution, mightily relieved that I had not ended up in the bank that lines the outside of the track. As on my first ever run at Shelsley I set slowest time of the day in practice.

Every one else seemed surprised at just how treacherous the track had been and Emma decided she had had enough after a spin and withdrew from the timed runs.

For the first timed run I dropped the revs to 2500 at the start and got away cleanly and proceeded round the rest of the lap with all the caution of a senior octogenarian on a weekly 2 and a half mile round shopping trip, until I came out of the chicane and decided to hoof it to the line only to find the rear end wanting to take the lead again.

I caught it and managed to avoid tank slapping my way into the pit wall, another valuable lesson learned, only accelerate and brake when in an absolutely straight line. It was not too difficult to make a 13 second improvement on my practice fiasco.

To recover from my second overdose of adrenalin of the day I found myself watching helicopters come and go while eating a healthy option chicken, bacon and avocado salad with caesar dressing in the well healed, though not an eyelid batted at me in my fireproofs, environs of the Aerodrome Cafe. After a coffee I returned to the paddock to psych myself up for the afternoon.



With a drying track I made progress finding a sensible line, choosing to drive at low speed so as to require only the gentlest of accelerator, braking and steering inputs, I smoothly shaved six seconds off my time on the 2nd timed run, still a whopping 17 seconds behind Kieth in his RS2000 !

For my final run on an almost dry track I felt more confident and made the most of what I'd learned hitting my braking marks and a little less circumspect with the accelerator, I hit over 90 mph on the Lavant Straight and made another 15 second improvement to finish six seconds slower than Kieth in his RS2000.

There was an opportunity for a fourth timed run, I passed deciding discretion was the better part of valour and having been up for 12 hours I had enough with a 2 and half hour drive home still to complete.

After thanking entry secretary Gary Goodwin and the members of the Tunbridge and Wells MC and Sevenoaks MC for organising the event that journey turned epic when I decided to take the scenic route via Petersfield, the A272, Andover and thence across Salisbury Plain. As the rain came down I found myself driving Madge through several flooded roads I'd have baulked at walking along even with welly boots on. I must remember Madge is a sports car, not a Land Rover.



**Ralph Colmar**



## Goodwood Paddock



Jim Giddings Triumph TR8



Nicholas Olsen Lotus Esprit S3



Andrew Strong Hippy Porsche Boxster S



Paul Baker Jensen Healey Roadster



Kevin O'Keeffe Volvo Amazon



John Cavendish MG BGTS




John Doubleday Ford Donovan V8 Cortina MkII



Mike Bewsey Ginetta G15





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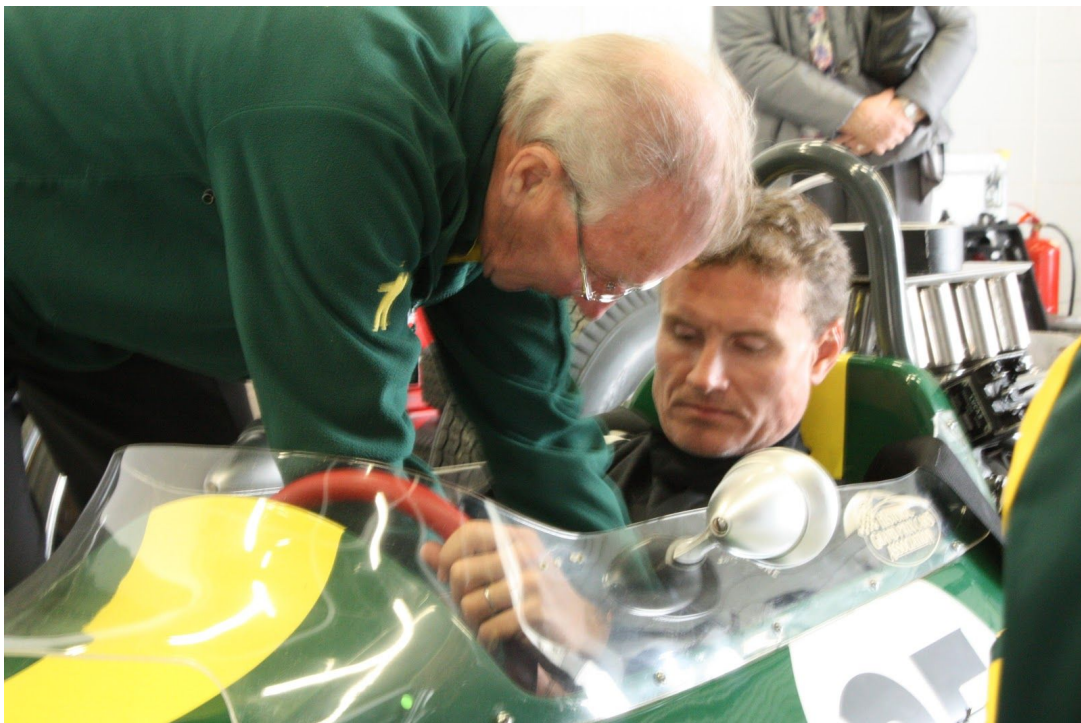
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## Bristol Pegasus Fantasy Formula One 2020

- There are due to be 17 races this season

**The remaining races of the 2020 calendar are below.**

12	Portugal	Algarve	25th Oct
13	Emilia Romagna	Imola	1st Nov
14	Turkey	Istanbul	15th Nov
15	Bahrain	Bahrain	29th Nov
16	Sakhir	Bahrain	6th Dec
17	Abu Dahbi	Yas Marina	13th Dec



Jim Clark's Lotus 25 mechanic Bob Dance attends to David Coulthard who in 1995 won his first Grand Prix in Portugal.



# Bristol Pegasus Fantasy F1 - 2020

## Positions after Eifel GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	640
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	634
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	628
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	620
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	592
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	582
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	577
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	569
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	569
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	558
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	553
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	548
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	546
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	540
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	537
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	530
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	527
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	520
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	517
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	514
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	513
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	504
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	493
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	464
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	451
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	443
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	412
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	347
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	317
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	305
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	216

Tim Murray

## Editors Pegasus Sprint 2011 - 2019



2011 John Dando Volvo 144



2012 Jeremy Hawkes 1933 MG K3



2014 Pete Goodman Ford Fiesta ST



2015 FTD Tim Clark Audi Quattro



2016 Famille Jones Lotus Elise



2017 FTD Luke Trotman Mallock Mk18B



2018 FTD Keith Murray Audi R8



2019 FTD Ian Hall Darian Wildcat

## Backfire Bits - Looking forward to the Pegasus Sprint

This month's Backfire goes to print just before the Pegasus Sprint. Everything seems to be getting sorted and we are all anxiously watching the news for updates on the current virus situation.

We received a total of almost 140 entries, which considering some of our normal championships are not running is a remarkable result. Despite this we are already starting to get people withdraw, this is normal you always get people having mechanical failures or other damage to their car so we expect to lose a few. This year is slightly different with people being subject to local restrictions or having concerns about the virus, so we fully expected to get more pull out than normal. It looks like we will run around 110 which is an excellent result in the current climate.

The volatility of the world at the moment was the main reason we went for a  $\frac{3}{4}$  lap format for the first time since the early years of the event. The format is much easier to run and with considerable doubt over availability of officials and marshals when we made the decision it was a safe bet. It has also allowed us to open the event up to the ASWMC sprint championship who had lost a couple of rounds earlier in the year and also take entries from single seaters - a first for the Pegasus sprint.

We often get asked why we have not had single seat race car classes at the Pegasus. The reason for this dates back to when the club first worked with Castle Combe to obtain the additional planning permission which allows all of the Sprint events at the circuit to run. Aiming the event at road silenced cars helped to ensure we did not do anything that would cause additional noise problems for the circuit. Of course a sprint is a very quiet event anyway, with limited cars on track - I often think there is more noise from the main road than from our events.

When it was suggested such an event would work, not everyone was convinced and it took a lot of work from then committee member Pete Stowe to get suitable championships on board to make the return of sprinting at Combe a reality.



Since then we have consistently had excellent support from competitors which meant when sprinting at the circuit had become well established, and there was less scrutiny of the events, we simply could not fit in extra classes when running a full lap format.

**Andy Moss - Competition Secretary**



## 2020 Events Calendar - Updates in red/bold.

Date	Event	Location
Sat 17th Oct	Pegasus Sprint	Castle Combe
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	TBC
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

## Automated Membership System

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

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

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

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

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

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on [bbbishop132A@hotmail.com](mailto:bbbishop132A@hotmail.com)

## Backfire



M & A Owen Chevron B8 Brands Hatch