

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Spring Autosolo Winner Ollie Jenkins, photo Andy Moss



April 2020

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Automated Membership System

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



Hi guys

Sadly this is not an easy article to write this month. As you all know motorsport has been suspended due to Covid 19. We're all stuck at home hoping for an end to our isolation and missing our fellow petrol-heads.

To get my quota of petrol activities I've been watching old YouTube videos. It's amazing what you can find. I've watched drag-racing at Llandow, hillclimbs at Longleat and other long-lost venues. I even came across an interview with a young Mike Kason at Avon Park dragstrip!

Our last event was the Autosolo at Aust which was well attended and it was good to see so many of the lads from Ross MC.

I look forward to seeing you all again soon but in the meantime I hope you and your families stay safe and well.



Nick Kason in his flame spitting Dallara X1/9 at the Pegasus Sprint

Editorial

Welcome to the April edition of Backfire.

I don't suppose many of us would have predicted we would find ourselves at the start of the 2020 season grounded and held hostage by a sub-microscopic infectious agent that amounts to no more than an independent piece of DNA.

At the risk of sounding heavy handed and without apology I'd like to convey what one of my work colleagues reminded me of before being seconded back into regular ICU work when I asked her if there is anything I should tell you in this months editorial she said, 'just remember we have no vaccine against this pestilence our only defence is to wash our hands thoroughly and regularly, before and after every meal, before leaving the house and when we return and after touching anything particularly anything we know has not been disinfected. Beyond that we should all stay at home, unless absolutely necessary and hope a vaccine can be developed in the fullness of time.'

With all that in mind it is regrettable that the club's plans have been put on hold but there is no alternative, as and only when it is safe to do so we will pick up our group activities.

Meantime I have a pile of Christmas books to read, currently Micheal Caines autobiography, the overwhelming message from which is 'be prepared', seems peculiarly apt at this time.

With the watchword preparation I am starting with some of the smaller jobs, painting the tow hooks, getting Madge prepared for the Classic Marques Speed Challenge and will start tackling some of the bigger jobs, rust removal, as time progresses. Not sure I can still get a grinder and welding kit online but we will see what transpires.

The club is still alive and well on Facebook for those who are online and we will keep you abreast of developments as opportunities present themselves.

Provisionally our next scheduled event is the Breakfast Meet at Sparkys Diner Lydney on Sunday 28th of June, meanwhile entries are open for the our Trackday and rescheduled ACE Classic Tour, but we will not be taking entry fees until further notice.

My thanks to Nick Wood, Ben Bishop, Bob Bull, Philip Jones, Dave Cooper and of course Andy Moss and Richard Reynolds with out whose help you'd have neither hard nor online copies !

Wishing you clean hands and a quiet time for the duration !

Ralph Colmar

Events Calendar

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

Sunday 28th June - Breakfast Meet - Sparky's Diner Lydney



A48 between Aylburton and Lydney GL15 6BU. 9.30 to 12 noon - Food & coffee served from 10:00. Very large car-park. Old, exotic, American, classic, vintage; all your treasured wheels will be very welcome. Info : nickswood@hotmail.com

Saturday 22nd August - Track Day and 75th Anniversary

Entries for our Castle Combe Track Day are now open, but no need to pay just yet. This will also be our 75th Anniversary Celebration.

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

Sunday 20th September - ACE Car Tour

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

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

Invitations

Lotus Drivers Club The Bull Hinton

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

Frenchay Vintage and Classic Vehicle Show

To be held on Saturday 11 July 2020 in conjunction with the hugely popular Frenchay Flower Show and for the first time in a dedicated display area adjacent to the main show ground.

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

15th March Spring Auto Solo Results

Class A

17	Alan Spencer	Ford	157.6
13	Mitchell Loveridge	Nissan	160.1
23	Filippo Maniglia	Nissan	161.5
10	Kevin Lee	Toyota	162.6
11	Paul Mason	Toyota	169.5
18	June Seville	Ford	200.3

Class B

1	Philip Turner	Ford	153.6
15	Liam	Citroen	156.2
25	Andrew Bridgewater	VW	158.1
24	Barry Bridgewater	VW	160.5
19	Andrew Warren	Ford	165.3

Class C

12	Marcus Rogers	Seat	162.3
5	John Hollins	Mini	163.4
16	Andy Moss	Mazda	173

Class D

26	Oliver Jenkins	Mazda	150.7
2	Ollie Taylor	Toyota	151.02
4	Dec Dempsey	Mazda	155.7
14	Richard Murphy	Toyota	157.4
6	Luke Maidment	Mazda	166.71
20	Philip Bridgewater	Mazda	171.8
3	Dave Parsons	Mazda	186.6

Autotest

22	Haydn Tindal	VW	166.6
21	William Tindal	VW	173.1

Bob Bull

15th March Spring Auto Solo



Murphy/Maidment - Toyota Yaris



Alan Spencer - Ford Puma



Mitchell/Maniglia - Nissan Micra



Liam - Citroen C2



Marcus Rogers - SEAT



Bridewater / Bridgewater - VW Polo



Philip Turner - Ford Puma



John Hollins Mini

Andy Moss

21st February BPMC Navigation Exercise

To anyone who has taken part in Dick Craddy's annual Navigation Exercise you will know that it is a meticulously planned event with a successful following. I myself have taken part a number of times and enjoyed our trips round the roads of Monmouthshire immensely.

When Dick decided to step back I thought that I would step forward and try organising this year's winter Nav Ex and with the help of Dick and Andy sorting the necessary licenses and format of the event I was left to plan the route and questions which I kept extremely simple as it was my first attempt. In the spirit of the events I had taken part in, I made sure that I found some of the tightest and twistiest in my local area.

After a couple of Sunday afternoon's pottering through the lanes I had what I thought to be a fairly simple route with enough questions to hopefully stop anyone getting them all.

Now if you can remember a time before Covid-19 struck we had an exceptionally wet February and a couple of days prior to the event I received a slightly panicky phone call from our leader Nick asking if the route would still be passable? So on the way home from a day out on the road with work I checked the route in my company 3008. Immediately it was highlighted what a challenge some of the questions would be in the dark as opposed to the daylight that I had plotted them in and about half way round there was a sizeable puddle (small flood..). The Peugeot sailed through and when I opened the door halfway through it I estimated the depth at probably no more than 10cm.

Apart from that the route was good to go and I crossed my fingers that the next couple of days wouldn't bring anymore torrential rain and luckily this was the case so I got to the start point Blackhorse Garage hopeful that all would be well.

We had five teams turn up but the Classic Mini and MGB immediately caught my attention reference the puddle. After signing on I gave some final instructions to the teams and wished them good luck. They sat and plotted the grid references provided and one by one left the start to try and find the answers to the 43 questions along the 22 mile route.

If you have never done a Navigation Exercise they are designed to be a test of your grid reference plotting skills not your driving prowess. For example the average speed required to complete the course was merely 10mph but it is very easy to lose lots of time with a wrong/missed turn or too much searching for the more difficult answers. With this in mind I thought to myself that if anyone got more than 100 points (circa half marks) they would have done very well.

So off I trundled to the Fox & Hounds in Acton Turville, the destination for the event and had myself a lovely steak and chips for dinner. But as time drew on and the cut off loomed ever closer I did find myself feeling ever more nervous. Had I got all the

grid references correct? Had anyone got lost? Had they broken down? Or was the puddle now more of an issue...

Relief started to settle in when I saw the first two pairs of headlights pull in but the anxiety soon kicked in after Nick complained how dirty his car got and the puddle wasn't so shallow. Uh oh I thought... Anyway after what seemed like an eternity everyone made it safely back with only a slight ingress of water into the mini.

All teams seemed to have had a good run round and whilst the crews discussed the various challenges they had encountered I totted up the totals.

In fairness to all the teams they did very well given my expectations and it was two new comers who came out on top. Rob & Martin Kerly were the victors with an impressive 165 points, Alan Spencer and June Seville not far behind with 150 (3 questions). A massive well done to all the crews and thank you for venturing out on a dark February night.

If you have never taken part in one of these type of events I urge you once we can run them again post Corona Virus, to get involved as they are great fun and a good excuse for a run out in the car with a beer and natter at the end!

Here is the full result

1. Rob & Martin Kerly
2. June Seville & Alan Spencer
3. Andy Moss & Nick Wood
4. Danny Castleton & Don Neate
5. Rob Whalley & Rob Powell



Watching competitors plotting their routes on the Navigation Exercise, with my fingers crossed they would all make it to the end without getting lost!

Ben Bishop

It's an uphill struggle

The perfect motorway car...

It's not what you would first think of when you mention a Lotus Elan, but, since a few months back, my little Elan Sprint has become a consummate cruiser thanks to a 5 speed box. It's a Ford Type 9 with a modified tail casing to place the gear lever in the original position. With its old wooden gear knob and original type gaiter, you would never know it is anything but the original 4 speed.

I wanted to keep as close to original as possible and a small number of Sprints did come with 5 Speeds, albeit the 'Maxi internals' version from the +2S 130/5. Having investigated this at length it came down to a choice of this Type 9 versus finding a 'Maxi' original (but it's a little unloved) or waiting for Spyder to finish productionising the kit for the Mazda 6 Speed – which I hear is excellent. A Ford seemed 'proper' to me so I went with that. I have no regrets. It's terrific and has transformed the nature of the car, much better fuel consumption also being welcome. I still have the original 4 speed which can go back in should I ever want to sell the car. More likely to leave it to Battersea Dogs Home...

So the cruise down the M4 to the Castle Combe Classic was a little more refined than it might have been. How refined? Well noise wise not that much different to the Esprit though the Elan feels a lot more 'vintage'.

The Combe was uncharacteristically dry and it seemed the event had grown in 2019, which brought some very tasty machinery.



Whilst I have had the pleasure of seeing a few Brazilians in my time, I'm not sure I have ever seen an Austin Healey Jamaican 'in the fibreglass'. But it's a pretty thing, a bit like a Trident Clipper. One of only (about) 6, Californian built, Fibrefab Velocidad fibreglass bodies on a variety of chassis (TR, MGA, Austin Healey), it was for sale at £75K at the time, more recently with an auction estimate somewhat lower. An expensive Healey or a bargain exotic? With a claimed 275bhp it would go well.

A darkening, wet run home failed to dampen the enthusiasm in the Elan Sprint. Well the lights, wipers and even the screen fan worked for goodness sake.

On my oft treaded route to work, there are a couple of opportunities to 'Gregg it'. I can't drive past a Bacon Roll, so this time I stopped on the way into Malvern for a cheeky



breakfast. As I climbed back into the Exige, a 'Dude' (well he thought he was anyway) came up to my door and crouched down to converse in some form of modern street speak.



"Hey man, I used to have an Ariel Atom for track days, but Lotus Exiges, they destroyed me man - way too quick fella". I couldn't come up with a 'down with the kids' phrase so just said "jolly good". He noted that the Exige was quite a lot more practical than the Atom, especially in the cup holder department...

I subscribe to lots of classic car magazines and no visit to 'Aunty Mary' goes without decent reading material. A super letter from a gentleman in Denmark about his 40+ year ownership of his Lancia Aurelia got me thinking. It was his childhood fancy and, having rescued it from a barn, he restored it and henceforth enjoyed it all over Europe with 'Mrs Aurelia'. It was a heart-warming tale and meant something because it was his dream car.

So as I peddled up the M5 in the Exige, with my coffee and bacon bap, I pondered my 'childhood dream'. No not that one...

30 mins later and, having day dreamed straight past my planned motorway exit, I concluded that my 'dream set' might be...Lamborghini Muira, Monteverdi 375L, BMW 3.0 CSL, Fiats 128 and 124 Sport Coupe, Alfasud Ti, Esprit S2, Abarth 1000TC, Iso Griffo, Elan Sprint and Europa Special. So not that many really...

The Muira I had a chance to buy in Year 2000 when they were not really 'at the races' in value terms I but fluffed it and it's certainly slipped the net 10 - 15 times over. The Monteverdi has also, although you might recall that I had my chance 2 years ago with a RHD that I decided not to bid on given that it needed a lot. Ditto the Griffo. So the big three are gone. Four of them we have in the family, two I have had in the past. That leaves the 3.0 CSL and the 124 Sport as unrequited love.

I do recall being a young whippersnapper in small West-Wales town, Llandeilo. If you followed the Lombard RAC Rally 'back in the day' you probably drove through it. Right on the main street is the centrepiece hotel, the Cawdor Arms. These days it's gone a bit bistro and slate floor but, back in my time, it was just a traditional small town hotel with swirly carpet, tablecloths and a whiff of yesterday's 'soup in a basket'.



The (then) owner drove a Bentley S2 –a lovely thing – and Mum was a dressmaker heavily burdened with things like curtains and failed buttons for visiting guests. There were just a couple of parking places at the front, right on the main street and, occasionally, you would see something tasty as tourists stopped off on the way to and from the Black Mountains or the coast. One evening, just at dusk, I turned the corner onto the main street to see a Lotus Esprit S2 fire up, pop its headlamps and, in a blaze of light and revs (yes I know they don't always happen on request), it shot off down the street in a rather flamboyant manner. It sounded exactly like Roger Moore's – a harsh, hard edged but free revving 4 pot. I was mesmerised. In a land of All-Agros and Marina DLs, it was a spaceship.

What these things do to young, impressionable, petrol heads. I hope that I have, inadvertently, inspired a few young petrol heads with my machines over the years. It's almost a civic duty to drive about in these wonderful toys. Long may we be allowed to.

Jones the Speed

And last month's under endowed pea shooter was...



An Alfa Romeo Stelvio. I suppose I shouldn't be surprised – many are 'at it' these days. Fake pipes, fake noise, fake air intakes. Mind you better that than fake emissions readings...

Still, cracking car and one that I would love to own if I needed that size of SUV.



Jones the Speed

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers

Get involved

Be close to the action

Meet Other Club Members



BPMC Pin Badges



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

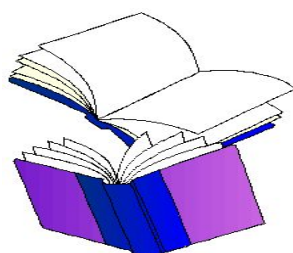
BPMC polo or sweatshirts

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



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Help raise funds for Wiltshire Air Ambulance



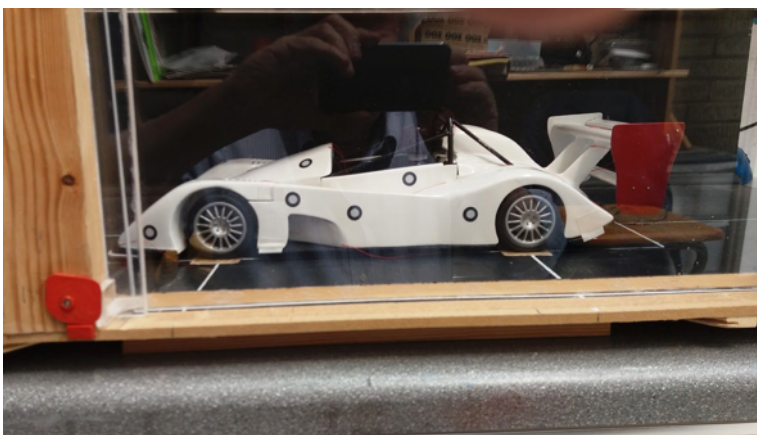
**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

An Update on the X2s Sportscar project

Following a protracted period of ill-health, I was advised to get back into workshop projects and 'do something'... So, I went in, looked around in dismay at the general state of things, but taking courage in two hands, picked up a piece of wood and drilled a 2mm hole in it. Not much but it was a start. Went in, had a cup of tea and a think (always dangerous that!).

Called around to next door and asked if the man with strong arms would help me get the old wind-tunnel down from the rafters. Half an hour later it was on the work bench (well, nearly – it's quite large). More dismay. The tunnel floor sagged into a bow, and there were cracks everywhere in the acrylic viewing panels. But, the fan still worked and so did the Variac speed controller. I ordered up some new acrylic sheet, upgrading from 3mm to 5mm to give extra rigidity to the tunnel sides and roof. I thought about installing a moving ground-plane at this stage...

With the car's model at 10% (1/10th full-size), I suspected that the benefit of a 'rolling road' tunnel would be marginal and decided to leave that for a later upgrade. For now, I was really wanting to see what was measureable and whether, or not, we had any stability issues. (As a side note, F1 tests at 60%, but, they've got a few more pennies than me). With the repair work complete on the main structure of the tunnel, the next thing was to measure what airspeed we could reasonably expect. I was aiming for around 100mph scale speed as this is a good reference point for calculations.



Fortunately, my wife's camera has a 'burst' setting which can record 11 frames a second. I then made a small 'flying test piece' and with her help we ran the variac up to full power, tipped the test piece into the air stream whilst she started the camera. The digital image clearly showed how far the test piece had

'flown' in one second. This gave a max. tunnel speed of 17.6 ft/sec. and, equates to a scale speed of approx. 120 mph – good enough for my initial tests and probably representative of the car's top speed on a sprint or hill-climb.

At this stage, the "sting" that connects the model to the measuring equipment can only record drag. During last summer, I was able to get a first set of figures. Also, by

adding cotton tufts to the body panels, I could see where the separation areas were and was able to confirm that the main ducts and diffuser channels were flowing ok. In 1999, I was at Le Mans when both Webber and Dumbreck's cars flew up into the trees on the Mulsanne – really scary stuff. I started thinking about front-end stability and what can be done to improve it on a racing sportscar. My approach is to design in a flow regime under and behind the front splitter so that the duct gets more efficient as the nose rises. So far, I've tested up to 4 degrees positive in the tunnel and, at full power, the model is stable.

I would really like to get Centre-of-Pressure and Downforce figures as well – this would entail a re-design of the sting, plus, I would have to fit the model with some form of suspension. Maybe the next upgrade !

As the spring weather approaches and the workshop gets more user-friendly, I need to get busy building the real car...I've started the rear wing and rounded off the corners on the "jesus" pedal (left foot support). Next up will be a trial build of the front suspension. I've got the uprights mocked up in wood with the planned bearings and ball-joints (not really fully happy with all the stressing work here so may look around for some proprietary uprights - something like Ralt RT1 /3, FF2000 /Sports 2000 centre-locks would do nicely). Most of the body moulds are done except the engine cover which is a bit of a complex beast.

The tub is sat on a moveable build trolley. This has carbon /aluminium main panels with aluminium/aluminium bulkheads (I've seen too many racing drivers with smashed up legs !). Next step will be to fit out the internal tub panels and foot pedals. More next time...



Dave Cooper

PS if anyone can help with any of the following :-

Wheels - 13" centrelock type. fronts 6.5 to 8" width and rears 8" to 10".

Discs /Rotors - 10" to 10.25" diameter, Solid or thin ventilated type.

Calipers to match discs - front 4-pot, rear 2 pot.

Front Uprights - Ralt RT1 /3, FF2000, Sports 2000 or similar

Live hubs (spindles) to match uprights - wheel bearings would be nice too

Rod ends (Rose joints) - 5/8", 7/16", 1/2", 3/8" UNF. New or good used.

Please get in touch, TIA :- dave32cooper@gmail.com

Race Retro



'34 Singer Le Mans



'47 GN Spider II



'52 Cooper Bristol CB 3 52



'65 Jensen CV8



'73 Shadow DN1



'84 Ford Escort Zakspeed Xtrac



'96 Ford Mondeo



'06 Piper GTR Le Mans Replica

Race Retro



'68 Porsche 911



'69 Lancia Fulvia Sport S Zagato



'68 Morris 1800 Mk11



'73 Ford Escort RS1600 Replica



'80 Triumph TR7 V8 Replica



'85 Audi Sport Quattro S1 E2



'96 Mitsubishi Lancer Evolution GSR



'73 Vauxhall Ventora

Fifty Shades Of Red (continued from February)

Eighteen months since we had bought Madge we had great weather for our first Castle Combe track day. After a couple of laps with David da Costa I felt ready to go out solo and had a great time exploring our Madges handling capabilities which patently exceeded those of my racing 2CV the last car I drove on a track nearly 30 years ago.



Unfortunately Sue's preparation for the track day was less than ideal, not least because I forgot to walk her around the course before the event. Nevertheless after a scary single lap with Pete Goodman beside her she went out for a few laps with Pete at the wheel later in the afternoon.

I felt chuffed that she came along, seeing her in Madge out on track was a real thrill even though she did not feel it at the time.

Later that day I was invited out for a few awesome laps in Pat's Ferrari 458 Italia, everything about the car, the power, handling, brakes and noise was simply breathtaking, significantly more of a leap in performance than that twixt my 2CV and Madge !

For the rest of the summer we were largely preoccupied with a family matter, which put a damper on any further preparation of Madge for competition. I did take Madge up to Oulton Park, roof down there and back, with Tim Murray and a couple of other events at Castle Combe including the Pegasus Sprint.



It was at the Pegasus Sprint that I started to mull over the idea of taking Madge out for some sprinting and hill climbing fun with increasing frequency, probably not unconnected with seeing Howard Barnard clinch the Classic Marque Speed Challenge in his supercharged MX5 2.5.



What I like about this series is that Classic Marques Sports Car Club is for drivers of sports cars and sports saloon cars who wish to sprint and hillclimb FAIRLY on handicap at the best race tracks and hill climbs in the country, so out right speed, building the fastest car is not necessarily quite so important as being able to drive it quickly within the limits of it power, tyres and weight.....

To be continued.....

Club Facebook Group

There has been a lot of activity on the club facebook group in the last month. As well as updates on current events, we have been enjoying some photos and videos of past events. This has included some video from Colerne in 2010 which has proved very popular, photos and film of a Gymkhana in 1980 and club members out on the spectacular Blue Hills section of the Lands End Trial. We also had "On this day" photos from our Prodrive visit and the Track Day in 2011 - the only time the event was run in April. Added to this we have had film of a Cobra self isolating by doing donuts indoors and a spectacular space frame MK1 Escort.



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

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

New Motorsport UK RS Clubman licence from 2020




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

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

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

Online Application for the FREE RS Clubman licence begins here :-
<https://www.motorsportuk.org/get-started/2020-rs-clubman-licence/>



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BREAKFAST MEET Will Be Back Watch This Space !



















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



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



Bristol Pegasus Fantasy Formula One 2020

Round	Grand Prix	Circuit	Race date
		Provisional Dates - May Change	
7	Azerbaijan	 Baku City Circuit, Baku	7 June
8	Canadian	 Circuit Gilles Villeneuve, Montréal	14 June
9	French	 Circuit Paul Ricard, Le Castellet	28 June
10	Austrian	 Red Bull Ring, Spielberg	5 July
11	British	 Silverstone Circuit, Silverstone	19 July
12	Hungarian	 Hungaroring, Mogyoród	2 August
13	Belgian	 Spa-Francorchamps, Stavelot	30 August
14	Italian	 Autodromo Nazionale di Monza	6 September
15	Singapore	 Marina Bay Street Circuit	20 September
16	Russian	 Sochi Autodrom, Sochi	27 September
17	Japanese	 Suzuka International Racing Course, Suzuka	11 October
18	United States	 Circuit of the Americas, Austin, Texas	25 October
19	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	1 November
20	Brazilian	 Autódromo José Carlos Pace, São Paulo	15 November
21	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	29 November
Race under contract to run in 2020, but without a confirmed date:			
–	Chinese	 Shanghai International Circuit	TBA

We are still taking entries for our Fantasy F1 competition - visit the website and choose your entry. We will continue to take entries until the first race of the season is run. If you choose a tie break race that is cancelled we will contact you for an alternative.

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

Backfire Bits By Andy Moss

What a difference a month makes This time last month things were relatively normal, we could go to the shops, restaurants and even run motorsport events. We must have run one of the last events with our Autosolo on the 15th of March - within days all event permits had been cancelled and events on the next weekend could not run. Even at this point we thought there was a chance our Llandow Sprint might go ahead, but it soon became clear this was not going to be a short stoppage and all Motorsport in the UK was stopped until at least the 30th of June.

As the month went on it became clear that a significant number of people were going to get seriously ill and sadly a large number would not recover. This put the restrictions into perspective - there are more important things than our leisure activities. At the moment our thoughts are with everyone staying safe, especially those working in the NHS, social care and all the really important jobs that allow us to continue to live our lives in safety, even if we are subject to some restrictions.

So, having said all of that, we will do our best to continue to take our minds off of things by looking forward to when we get back to normal, and reflecting on some of the really enjoyable activities that perhaps we took for granted before.

The club committee continues to communicate by e-mail and plan for the future. We made the decision to continue to take entries for our Castle Combe Track day in August, as well as our ACE Car Tour which we have moved to September the 20th. We have however decided to allow people to enter online but not ask for payment until things get back to some degree of normality and the events are confirmed. We are well aware that people may not wish to commit to paying for these events until their work situation is clearer, and we are more than happy for you to enter and withdraw if changing circumstances cause you to need to. All we ask is you let us know if you no longer want your entry.

The ACE Tour of course is a charity event, and as normal every penny we receive in entry fees goes to the charities we support, with any expenses covered from club funds. This year the event will raise money for Bristol homeless charity Roots Independent Street Team and OTR a mental health charity for people aged 11-25 in Bristol and South Gloucestershire. As many charities are struggling at the moment we hope we can make a small difference.

We had been planning a meal on the evening of the Track Day to celebrate our 75th Anniversary - being cautious, we have moved this to the evening of the Pegasus Sprint, but will still have a 75th Anniversary celebration at Combe during the track day. Talking of the Pegasus Sprint, a lot of planning work has already started for this, special mention for Dick Craddy who has been organising paperwork, with the rest of the organising team providing input so we are ready to go. More information on this coming soon. Finally, keep safe and look after each other.

Andy Moss

2020 Events Calendar - Updates in bold.

Date	Event	Location
Sun 28th June	Breakfast Meet	Sparky's Diner Lydney
Mon 13th July	Evening Car Tour	7pm TBA
Sun 19th July	Summer AutoSolo	
Sun 26th July	Breakfast Meet	Sparky's Diner Lydney
Sun 9th Aug	Summer Treasure Hunt	10am TBA
Sat 22nd Aug	Track Day & 75th Anniversary Event	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	BAWA
Sun 20th Sep	ACE Classic Tour	
Sun 27th Sep	Breakfast Meet	Sparky's Diner Lydney
Mon 12th Oct	Club Night	BAWA
Sat 17th Oct	Pegasus Sprint	Castle Combe
Sun 25th Oct	Breakfast Meet	Sparky's Diner Lydney
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

Automated Membership System

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

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

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

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