

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Cross Trophy Winner Sam Thompson**



**April 2021**

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**Updated - Motorsport UK RS Clubman licence**



**Renew or Apply for your free 2021 Licence now !**

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

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

**Online Application for the FREE RS Clubman licence begins here:-**  
<https://rsclubman.motorsportuk.org/>

## Nick's Natter



Finally motorsport is returning. We have received a few entries for our PCT on Sunday 18<sup>th</sup>. I will be competing with Andy in his Marlin. I'm really looking forward to it. It is good fun and it can also be challenging especially if the field is muddy!

Our track day is nearly full so if you haven't sent your entry in yet you need to do so asap.

Look forward to seeing some of you on Sunday.



Nick Wood

## Editorial

Welcome to another edition of Backfire, it was lovely to get back to holding a real event, the Cross Trophy Trial, at Duncan Pittaway's farm in Dundry to kick off our season on April 18th.

The weather was superb, the grass freshly cut and the turnout was just right for a busy afternoon in the sun.

Thanks to everyone involved in organising and marshalling the event, not least Mal for setting the course and Tim for keeping score and congratulations to Sam Thompson on his fine win in his latest acquisition a Nissan Micra.

Looking forwards online entries are rapidly coming in for the ACE Classic Tour on June 6th and our trackday at Castle Combe on Saturday 31st July.

Unfortunately I will be working both of those weekends but Dave Cooper and I have put entries in for the Classic Marques Speed Challenge rounds at Curborough on June 27th and Loton Park on August 7th.

Dave took Madge to be weighed and have her power at the wheels measured for handicapping, 138hp at 7,300 rpm not bad for a 19 year old that has not been tampered with in the engine department.

Thanks for the continued flow of contributions from Remo Costa (photo's), Dave Cooper, Chris Davies, Phil Jones, Mike Kason, Andy Moss, Tim Murray and our Chairman Nick Wood.

Wishing you all a happy months socially distanced motoring.



Ralph Colmar

# Events Calendar

## ACE Classic Tour Sunday June 6th



Online ACE Classic Tour entries are now open - see <https://bristolpegasus.com/> for details.

## Trackday Saturday 31st July



Online Trackday entries are now open - see <https://bristolpegasus.com/> for details.

Due to Covid we are not planning to run any club nights until the Autumn.

## 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.**

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

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on bbbishop132<AT>hotmail.com

## Club Facebook Group - This Month

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

- We now have 500 Members in the group
- Napier Railton on TV
- Event Updates
- Photos from the Trial
- V12 Jaguar Sports Prototype Video
- A new members Fiesta ST
- Whizzo Williams Tribute from Autocar
- Track Day Entry Updates including lists of Cars entered
- Spences Mini 25 Restoration



**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.

## Cross Trophy Trial April 18th Results

Class	Pos in class	Name		Score	Index Score	O/A Position	Awards
1	1	Sam Thompson	Nissan Micra	44	97.3	3	Cross Trophy
	2	Chris Thompson	Nissan Micra	50	110.6	7	Class award
	3	Alan Spencer	Ford Puma	68*	150.4*	10*	
	4	June Seville	Ford Puma	68*	150.4*	11*	
2	1	Shane Rowles	Citroen Saxo	19	93.1	1	
	2	Frank Buckle	Citroen Saxo	26	127.5	9	
	3	Philip Buckle	Citroen Saxo VTR	54	264.7	15	
3	1	Clive Gardiner	Suzuki X90	14	93.3	2	Class award
	2	Mark Hobbs	Ford Escort Mk 2	16	106.7	6	
	3	Chris Pelmear	MG Midget	17	113.3	8	
	4	Jennifer Molyneux	Suzuki X90	30	200.0	12	
	5	Dave Coppock	MG TC	39	260.0	14	
	6	Charlotte Pittaway	Austin 7	66	440.0	16	
4	1	Andrew Wood	Toyota MR2	22	100.0	4=	
5	1	Andy Moss	Marlin Roadster	11	100.0	4=	
	2	Nick Wood	Marlin Roadster	28	254.5	13	

\* Tie resolved by greater number of hills cleaned

Tim Murray

## Cross Trophy



Stroud & District MC Saxo's



Duncan Pittaway's Austin 7



Charlotte Pittaway Austin 7



June Seville Ford Puma



Chris Pelmear MG Midget



Dave Coppuck MG TC



Jennifer Molyneux Suzuki X90



Andy Moss Marlin

## It's an uphill struggle

### High as a kite...in more ways than one

It was time for some graft in the garage and I set too on the Merc 350 SL. A bag full of paints, sanding equipment, brushes and cleaners and I was off. But where to start?

The inner side of the boot lid had rust all round its perimeter and it looked to me like an old dry boot seal had let water sit between it and the lid and corrosion had set in. Fortunately, only surface. But once damp gets into a boot...

There was nothing for it but to do it properly so I stripped it all out and removed the rear bulkhead panel into the bargain, wondering what tense moments would ensue when the hidden parts were visible.



Well, it was a game of two halves. Behind the bulkhead was pretty much perfect with a shiny fuel tank and no corrosion anywhere – it was dusty but factory fresh. But the wheel well in the boot and the boot floor in general, was a mess – not heavily corroded but with spots that needed doing and, with glue and mastic all over the place, no hope of making it a proper job without a full clean out. Which is where the party chemicals came in...

The more high-octane petrol and cellulose thinners I used – both damned effective – the more everything seemed 'just about right'. Quality control is not to be undertaken whilst under the influence... After a weekend bent over the boot edge and with a draft from the driveway whistling up my tradesman's entrance, I was walking like John Wayne by Monday.

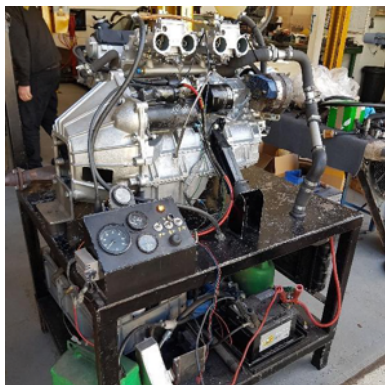
Meanwhile, the Esprit emerged from the paint shop in its new shade of red – it's Aston Martin Dubonnet Rosso which is still 'red' but a more subtle shade than the bright Calypso red as original. I was fed up with 'is that a Ferrari' type questions. Too many replies of "no it's a bloody Lotus" through gritted teeth. Mind you, better than the silly Herbert who proclaimed it to be a DeLorean.

It was ready pre-Christmas but, with flooded and then salty roads, it was prudent to leave it where it was until finer days in January. Most of the parts are now back at

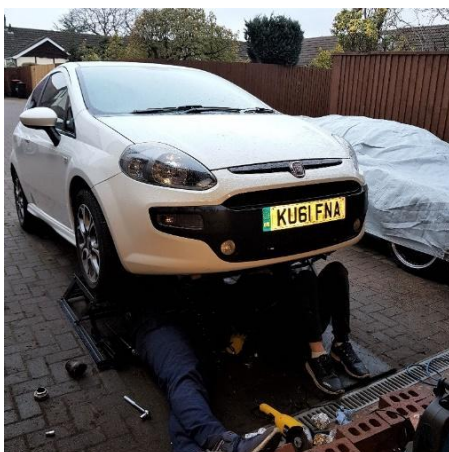
Joe's including the freshly rebuilt motor from LotusBits and several boxes of parts from SJ Sportscars. I love the way you can get pretty much everything for an Esprit. Not quite 'MGB' but reassuring.



The (Galv) chassis has been cleaned and Hammerited so that should last a while and certainly longer than me. The transaxle was in good shape but, nevertheless, it has new bearings and seals and the lovely Speedline wheels are freshly powder coated, as is all the suspension. Its solid progress.



At the grungier end of the car maintenance spectrum, the boys spent an exceptionally cold, 'fun', afternoon angle grinding a section of rotten exhaust off the Fiat Punto and replacing with a new flexi section. While I was busy on conference calls, outside there was an 'interesting' set of background noises of metal cutting, talking loudly and the occasional 'bleep', during which I declared "I think we have a bad connection".



With lockdown continuing, fun filled trips were out of the question, but at least you could visit the supermarket in style. Owen managed to go for a food mercy mission in the 128 and stretched its legs – well up to ‘running in’ 4000 rpm anyway – and Lloyd took the Elan for a blast. Both classics looked a proper picture on the road and are going really well.

While the boys were exercising cars, yours truly got the short straw to finish off getting the carpet glue off the rear bulkhead of the SL, a job so slow and boring, it made work on Monday feel like something rewarding. It really needed to be soda blasted but I don’t have one and thought better of running about the place looking for one. So manual labour it was.

There was additional ‘pressure’ from Rick Stein of all people. Lloyd stumbled upon a series by Rick on the delights of Cornwall. So, on a Saturday afternoon, while the V Power was busy softening the glue on the bulkhead, the C.O., Lloyd and I sat and watched him cook Quesadillas and Pico de Gallo (salsa). Feeling excited and inspired, I wanted to try the dish myself, so I (over) committed to do it for lunch on the Sunday. Well, it was my version, as I had not downloaded the recipe, so let’s just call it Rick Jones...or perhaps Phili -Stein is more appropriate...

But to everyone’s surprise (including mine) it turned out cracking and, washed down with a small glass of white, I was ready to sit and gloat but, of course, the wretched bulkhead was waiting for me. Anyway, although I did the bulkhead the hard way, it turned out quite nice... ‘fair play like’ as we say over this way.



On a further plus, the carpets and boot trim came up a treat, so it’s not far from having a ‘sorted rear end’ as it were.

There is never a day when there is nothing to do tending my flock. But I’m not complaining and it means I (mostly) keep out of trouble with the C.O...

**Jones the Speed**

## Here we go 2021, Life Restarts

Well, like everyone else, 2021 came in with a whimper. Total lockdown and very little hope for any motorsport until at least Easter in April. It's very depressing to have been self-isolated for nearly a year. Every now and then I go into the garage to run the engine of my 1970 Abarth 1000tc and my 1962 Fiat 750 Vignale and then put both batteries on trickle charge in the anticipation of things to come. One modification I did manage to do was to put an Ethanol filter on the Vignale. I was reading some article on modern E5 soon to be E10 fuel and the issue with Ethanol absorbing water from the air and contaminating the fuel and the potential rust that it can do to all metal parts with rust. So I felt it was prudent to fit the water filter to take the absorbed water out of the fuel. This is probably everyone with a classic car should consider. For a cost of around £35, it seemed a cheap way to protect the engine and the fuel tank.

On the 26<sup>th</sup> of March, my life changed. At 4.45am, our first grandchild was born to my son Mark and his wife Nina, someone to carry on the Kason name. A couple of days later we had an opportunity to see and hold him. He was tiny, only 3Kg but very beautiful.



Things were starting to get good as my entry to the Goodwood Members Sprint on Easter Monday had been accepted. Lots to do to get the car ready. The most important thing was to get the black marker flag and mounting bracket made as I had not run the car in a sprint in the UK. The first bracket I made from 4mm Ali split where I was bending it due to the very cold weather so second attempt I used a blow torch to heat the metal before bending it, it worked. Then came the full spanner check of the car and putting some Sunoco fuel in the car. One prudent thing I did do was have the trailer serviced at a BJT approved service centre as it had not been used since I tested the car at Llandow early last year. Easter Sunday, loaded the car with all the bits that you thing you may need, just in case, but ending only using the air pump and air pressure meter. I bet that if I hadn't brought all that stuff I would had needed something. Put the car on the trailer, strap it down and cover it up.

One thing I had forgotten was how ridiculously early you have to get up to "enjoy yourself". So the alarm went off at 4.30am for me to leave by 5am. A trip round the M25 and down the A3. I love sat navs but sometimes you have to shoot them. Coming off the A3 and on approaching the roundabout, it told me to take the second exit, on arrival at the second exit it told me to proceed onto the A3 so I did even though that was the third exit. OK, you've guessed the next bit. It took me to the next exit and told me to go around and back up the A3 again. Knew better this time and went on the second exit, good choice. Arrived at Goodwood Circuit around 6.20

and was directed to the paddock to unload, put the car in my bay and the car had to go to the truck park. Problem, someone had nicked the timing strut while the car was parked at my house. Someone kindly let me have some cardboard and black tape to make a temporary one.

It was very cold, pleased I brought my warm Abarth coat. Due to Covid MSUK regulations, cars were not scrutineered and all documentation including signing on was done online. This was the first time I have ever entered a race meeting at Goodwood so I had never driven round the track apart from a slow drive round for a photo shoot for Autotalia with my Ferrari 512bb. Time to warm up the engine and get the car ready for the noise test. Car starts easily now with the fuel injection rather than the pair of Webbers. Done and drive the car around to the noise test area.  $\frac{3}{4}$  revs and the wait for the scrutineer to make his judgement. Now for one of my pet hates and a major issue with different circuits. At Llandow, the car ready 98db, so why here at Goodwood was it 105db. The car passed as the limit was 105db but how can two circuits have such a difference. At Llandow, there were no buildings or obstructions around the test area but at Goodwood there was a toilet block and small obstructions. There must be better observations of where the test are done.



Enough of my rant, My good friend Peter Jarram arrived with his slim body Abarth 1000TC. I had not seen Peter for over a year so it was brilliant to see him.

We were in class A, road legal cars under 2000cc. A call from the marshalls to go into the collecting area for practice. I was drastically trying to get heat into the engine, we were called forward to the start area. Luckily this took a few minutes so the engine managed to get to 90deg. The start line was the head of the pit road, my turn, wait for the green light and we were off.

An aside, as I had never driven round here before at speed, I had spent the last three days on You Tube looking at videos on how to drive around and which apexes to hit etc. So down the pit straight and into Madgwick corner not hitting the first apex but going for the second, flat out towards Fordwater and into Fordwater towards St Mary's, change down for St Mary's towards Lavant corner.

Down two for Lavant corner and right again entering the Lavant straight. At the end of Lavant straight again down two for Woodcote and ready for the esses chicane.



Did the chicane in second so that I had good revs to exit and back onto the pit straight to the finish line. It was exciting and reminded me of why I had changed the engine and gearbox. One issue I had was the engine temperature was down to 60deg at the end of the run, need to tape up some of the radiator.

Back to the pits to look over the car and make it good for the first run. Time for a bacon sandwich and some coffee.

There were two more runs in the morning which both went really well apart from a small incident on my second run where I had very little tyre grip and went on the grass at Woodcote and the car became unstable, Brown trouser moment.

The temperature fell quite considerably after the second run so during the lunch break I decided not to do the third run. Considering I had never driven there before and the cold temperature, I felt my 1.33 seconds best time was OK.

So back from the track and the car still in one piece, can't be bad. More events booked and can't wait. Wishing you all best wishes and hope you have time to get your cars out very soon.

**Mike Kason**

## **PETROL & STEAM**



### **Pegasus Breakfast Meet**

Every last Sunday of the month from 25<sup>th</sup> July to Oct  
at Dean Forest Railway, Forest Road, Lydney GL15 4ET.

From 0930 hrs.

Refreshments available.



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

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## **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.

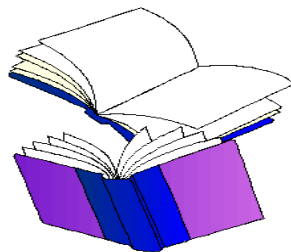
## **BPMC polo or sweatshirts**

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

## Instructing Murray

I was saddened to hear the recent news that Murray Walker has passed away.

In my dim and distant past, I had some temporary employment at Thruxton – instructing with Ian Taylor's Racing School. It was quite common at the time, for various car manufacturers to book the school's facilities for the day and invite special guests along.

One such day, it was the turn of British Leyland and they brought with them a fleet of Rover models. There was a long queue of customers for the latest 3.5 litre Twin Plenum SD1. I think Derek Bell and Tony Trimmer were demonstrating this one. I had been allocated the 2.6 Vanden Plas (auto). My queue was significantly shorter !

I wafted the assemblage of wives and girlfriends around the sweeps of Thruxton in complete luxury - not trying to compete with the quick stuff – but, just giving them a pleasant ride. After this little batch was cleared I parked up at the end of the pit lane hoping to sneak off for a quick coffee. As I opened the driver's door, a voice came from behind and announced "I think I'm next". It was Murray.

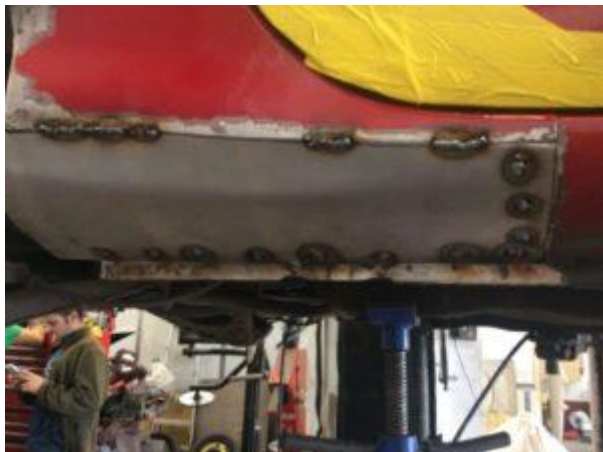
I had noticed whilst taking the girls around that the marker cones were still out from the previous day's school sessions. These were to denote braking, apex and other reference points for the pupils. I thought I would talk Murray around as if he was there to learn. When we returned, I checked with the office that there was no one else waiting and so invited him to take the wheel.

Well, was I in for a surprise. He had taken in everything I'd told him. He was really accurate, super smooth and was not trying to impress with excessive speed. In my back pocket I had a couple of blank school record cards left over from a previous class. I filled one in for him, giving very high marks, with just a few fine points to work on. He looked at it and the smile said it all. We shook hands, discussed F1 for a while, and then went in for a coffee.

**Dave Cooper**

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

## **Fifty Shades of Red**

### **Ndola Park, Lawrence Allen Circuit**

In 1969 Dad took an engineering job on a copper mine in Zambia which meant boarding school in the UK and sunny holidays every three months for me.

The following year during one of these holidays Dad took Mum and I to Ndola Park for our first day of motorsport spectating.

Race meetings were run with practice in the morning a mid day scratch race with all the cars starting together followed by an afternoon handicap race with the entrants starting individually according to handicap with the slowest away first. During the course of the day races were run for cars and motorbikes.

Skiff Wainwright was the hot shot on two wheels riding a 2 stroke Yamaha 350. The bikes did not interest me much, I never imagined riding one, except perhaps when sitting astride the transmission tunnel of the family Austin A40 Countryman in Cyprus.

This lack of interest might be due to being run over by one in a moment of infant stupidity right outside our house in Larnaca, though surviving a major crash in the A40 did nothing to put me off four wheeled transport.

The car field was made up of Mini's, one driven by Mum's boss George Barkhuizen, Anglia's, Cortina Mk1's, one believed to be an ex-Jim Clark works Lotus model imported by Dave Hanford.

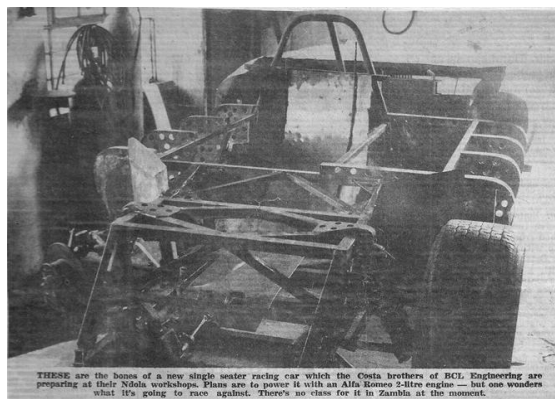
I have yet to identify the driver of an almost standard green FIAT 850 Coupe carrying propane sponsorship, Kevin Cameron drove a Lotus Elan. There was a BMW 2002 Alpina belonging to Bob Palmay, and my favourite the Costas Brothers ALFA Romeo Special. There were several single seat formula fords, some built in Zambia and a Chevron Formula Atlantic, but like the bikes they did not particularly interest me as much as the Costa Special.

At that first meeting Mum's boss at the Mufulira Copper Mine George Barkhuizen won the handicap driving his Mini despite a nudge from behind which left the boot lid flapping and a tiny plastic petrol tank rattling around in its wake.

Over the course of the following seven years we must have attended half a dozen similar events at Ndola Park and the slightly bigger Lawrence Allen Circuit at Chingola.



This photograph of an incident involving Bob Palmery in 1971 appeared in the Times of Zambia adorned my study wall at school for six years, according to his daughter Bob only suffered burns from the seat belts.




The Costa Bros Special evolved out of an Alfa Romeo powered FIAT 850 which had a droop snoot way before Vauxhall had one. For the special they built a single seat space frame which they covered in an open sports car body which resembled a Group 6 prototype.



The car was a regular outright winner if not on handicap and was continuously updated. When the Costas brothers left Zambia in 1973 the car was bought and raced by Sergio Pavan. Thanks to Remo Costa for the photo's.

**Ralph Colmar**



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## rotary club of chipping sodbury

### **The *Delayed* 25th Chipping Sodbury Classic Run.** **Sunday 27<sup>th</sup> June 2021**

The Rotary Club of Chipping Sodbury invites you to enter the annual Chipping Sodbury Classic Run, with 2021 being our **25th** running. All Rotary profits will be allocated to our Rotary Charity Account, helping us to continue supporting both national and local groups, individuals and charities. This year's event will be held on Sunday 27<sup>th</sup> June, with each half being just over 40 miles driving.

The start will be in Chipping Sodbury's Broad Street, which is expected to be closed to all other traffic. The event is open to **pre-1996** cars, motorcycles and light commercial vehicles.

**Entry costs for 2021 will be £30.00 per car/van and £15.00 per motorcycle.**

For more information and an entry form contact Mark Benstock on 01454-311712 or email [rotary.classic.run@hotmail.co.uk](mailto:rotary.classic.run@hotmail.co.uk)

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## **Bristol Pegasus Fantasy Formula One 2021**

<b>Positions after Emilia Romagna GP</b>						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Richard Reynolds	Verstappen	Vettel	Alpine	Ferrari	Ferrari	157
Sam Thompson	Gasly	Verstappen	Ferrari	Red Bull	Alpha Tauri	155
Martyn Davies	Gasly	Verstappen	Ferrari	Red Bull	Ferrari	153
Ben Bishop	Russell	Verstappen	Red Bull	Williams	Red Bull	153
David Garnett	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	149
Helen Davies	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	149
Jerry Irwin	Alonso	Russell	Ferrari	McLaren	Mercedes	146
Lisa Davies	Norris	Verstappen	Alpha Tauri	McLaren	McLaren	145
Chris Thompson	Norris	Verstappen	Haas	McLaren	Red Bull	143
Mark Hoppe	Leclerc	Verstappen	Alfa Romeo	Ferrari	Mercedes	142
Dick Craddy	Räikkönen	Verstappen	Ferrari	Red Bull	Alpine	142
Joe Robson	Gasly	Leclerc	McLaren	Red Bull	McLaren	141
Chris Bennett	Räikkönen	Pérez	Alfa Romeo	Red Bull	Red Bull	140
Tim Murray	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	139
Helena Sarsted	Ricciardo	Verstappen	Ferrari	McLaren	Alpine	134

James Small	Tsunoda	Verstappen	Alpha Tauri	Red Bull	McLaren	132
Ken Robson	Gasly	Verstappen	Alpha Tauri	Red Bull	McLaren	131
Martin Emsley	Sainz	Verstappen	McLaren	Williams	Mercedes	128
Andrew Moss	Alonso	Norris	McLaren	Red Bull	Williams	127
Abi Reynolds	Alonso	Verstappen	Alfa Romeo	Red Bull	Ferrari	124
Michael Griffiths	Norris	Stroll	Aston Martin	McLaren	McLaren	124
Ralph Colmar	Norris	Russell	Mercedes	Williams	Alpine	124
Mark Niblett	Norris	Pérez	McLaren	Williams	Mercedes	123
Mike Marsden	Ricciardo	Verstappen	Alpha Tauri	Red Bull	Williams	123
Dave Cooper	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	123
Martin Baker	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	123
Gary Tanner	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	118
Jamie Stevens	Pérez	Sainz	Alpha Tauri	McLaren	Mercedes	118
Katie Davies	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	118
Liz Ibrahim	Ricciardo	Verstappen	Aston Martin	Ferrari	McLaren	117
Simon Moss	Gasly	Verstappen	Alpine	Ferrari	Mercedes	116
Matthew Stevens	Ricciardo	Vettel	Red Bull	Williams	Red Bull	114
Robert Bull	Norris	Pérez	Haas	McLaren	Mercedes	113
Matt Johnson	Ricciardo	Schumacher	Aston Martin	Red Bull	McLaren	113
Sharon Reynolds	Räikkönen	Schumacher	Ferrari	Mercedes	Aston Martin	112
Jeff Oakley	Alonso	Leclerc	Ferrari	Aston Martin	Mercedes	110
Charles Alexander	Alonso	Verstappen	Alpine	McLaren	Alpine	110
Laura Moss	Pérez	Russell	Red Bull	Aston Martin	McLaren	109
Alyson Marsden	Gasly	Verstappen	Alpine	Red Bull	Alpine	107
Lesley Hart	Gasly	Sainz	Alfa Romeo	Mercedes	McLaren	106
Merlyn Griffiths	Norris	Russell	Aston Martin	McLaren	Mercedes	103
Richard Ibrahim	Gasly	Leclerc	Aston Martin	McLaren	Mercedes	102
Alison Bennett	Ocon	Russell	Aston Martin	McLaren	Mercedes	98
Bob Hart	Hamilton	Schumacher	Red Bull	Williams	Alfa Romeo	97
Mal Allen	Räikkönen	Vettel	Alfa Romeo	Red Bull	Mercedes	93
Philip Turner	Ocon	Ricciardo	Aston Martin	Red Bull	Alpha Tauri	93
Donny Allen	Gasly	Räikkönen	Alfa Romeo	Mercedes	Red Bull	93
Mary Craddy	Räikkönen	Ricciardo	Alpha Tauri	Mercedes	Alpha Tauri	86
Neil Lock	Bottas	Gasly	Alpine	McLaren	Ferrari	83
Anthony Reed	Pérez	Vettel	Alpine	Aston Martin	Red Bull	80
Oliver Lock	Ocon	Stroll	Alpha Tauri	Mercedes	Williams	75

	Grand Prix	Circuit	Race date
3	Portuguese Grand Prix	Algarve International Circuit	2 May
4	Spanish Grand Prix	Circuit de Barcelona-Catalunya	9 May
5	Monaco Grand Prix	Circuit de Monaco, Monte Carlo	23 May
6	Azerbaijan Grand Prix	Baku City Circuit, Baku	6 June
7	Canadian Grand Prix	Circuit Gilles Villeneuve, Montréal	13 June
8	French Grand Prix	Circuit Paul Ricard, Le Castellet	27 June
9	Austrian Grand Prix	Red Bull Ring, Spielberg	4 July
10	British Grand Prix	Silverstone Circuit, Silverstone	18 July
11	Hungarian Grand Prix	Hungaroring, Mogyoród	1 August
12	Belgian Grand Prix	Circuit de Spa-Francorchamps	29 August
13	Dutch Grand Prix	Circuit Zandvoort, Zandvoort	5 September
14	Italian Grand Prix	Monza Circuit, Monza	12 September
15	Russian Grand Prix	Sochi Autodrom, Sochi	26 September
16	Singapore Grand Prix	Marina Bay Street Circuit	3 October
17	Japanese Grand Prix	Suzuka International	10 October
18	United States Grand Prix	Circuit of the Americas, Austin	24 October
19	Mexico City Grand Prix	Autódromo Hermanos Rodríguez	31 October
20	São Paulo Grand Prix	Autódromo José Carlos Pace	7 November
21	Australian Grand Prix	Albert Park Circuit, Melbourne	21 November
22	Saudi Grand Prix	Jeddah Street Circuit, Jeddah	5 December
23	Abu Dhabi Grand Prix	Yas Marina Circuit, Abu Dhabi	12 December

## 2021 Events Calendar

Sun 6th June	ACE Classic Tour	
Sun 27th June	Breakfast Meet	
<b>Sat 10th July</b>	<b>Llandow Sprint</b>	<b>Llandow</b>
Mon 11th July	Evening Car Tour	7pm TBA
Sun 18th July	Summer AutoSolo	
Sun 25th July	Breakfast Meet	
<b>Sat 31st July</b>	<b>Track Day - <a href="#">Enter Online</a></b>	<b>Castle Combe</b>
Sun 29th August	Breakfast Meet	
Mon 13th September	Club Night	BAWA
Sun 26th September	Breakfast Meet followed by Treasure Hunt and Sunday Lunch	
Mon 11th October	Club Night	BAWA
Sat 16th October	Pegasus Sprint	Castle Combe
Sun 31st October	Breakfast Meet	
Mon 8th November	Club Night	BAWA
Monday 13th December	AGM & Club Night	BAWA 8pm
Mon 27th December	Bank Holiday Autosolo	Brightside Aust

**PLEASE NOTE DATE CHANGES FROM LAST ISSUE IN BOLD RED**

**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**

### Pegasus ACE Car Tour - Sunday 6th June The 2021 Charity Vehicle Tour



The event will start at 9.45am from the M48 Severn View Services at Aust before crossing the Severn. We will head towards Chepstow, Tintern, Usk and Llanthony Priory. The afternoon route will head through Hay on Wye and Monmouth, before finishing at the Dean Forest Railway Norchard, near Lydney.



We are supporting two charities chosen by the Apprentice Association at Rolls Royce. Roots Independent Street Team are a volunteer led charity in Bristol who provide help for the homeless. OTR is a mental health social movement by and for young people aged 11-25 living in Bristol and South Gloucestershire.

All of the entry fee of £15 will go to the charities. Enter online at  
<https://bristolpegasus.com/online-entry-forms/ace-classic-tour-2021/>