

Backfire

Bristol Pegasus Motor Club Magazine



Tom Thompson prepares to take his Ginetta for a run up Shelsley Walsh



August 2020

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

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

Nick's Natter



Yet another month has flown by. It's August already and a busy Bank Holiday weekend is planned.

Firstly our track-day at Castle Combe and then on the Sunday the welcome return of Sparky's Breakfast meet. Hopefully I will see some of you there.

On Sunday Chris Hartnell and I took our cars out to an American & Hot Rod meet at the Sandringham in Downend. There were a large number of amazing cars there and it was good to meet new friends.

The plans for our 75th are coming along nicely and entries for the Sprint have reached nearly 100 which is excellent news. Everyone is obviously eager to compete.



Studebaker Starlight from Sunday at the Sandringham

Nick Wood

Editorial

Greetings from Backfire Towers, I hope some sense of new normality is returning for most of us and that it soon does for those still adversely affected by our ever present pestilence.

My motoring month took a turn for the completely bonkers after deciding to take a mini break in Scotland. This adventure and my first competitive event on a hillclimb are covered in the latest installment of 50 Shades Of Red within.

Work has come back with a vengeance but the good news is I will have worked enough weekends to be reasonably certain of making it to our Track Day the on Saturday the 29th, unfortunately I will be back at work on the 30th so will not be able to make it over to Sparky's Diner on Sunday Aug 30th.

I have also put entries in for Shelsley again on the 19th of September, Goodwood on 3rd October. Nice to have confirmed entries for the Pegasus Sprint for Dave Cooper and myself on October 17th, if you have not entered the Pegasus you might want to get your skates on entries are going fast.

Through strange good fortune I seem to be enjoying early season success in Fantasy F1 again, I managed to catch the second Silverstone GP weekend on the goggle box, great to see Nico Hulkenberg back in a car if only temporarily.

My thanks to Ben Bishop, Phil Jones, Mike Kason, Andy Moss, Tim Murray and Richard Reynolds and Nick Wood for getting this month's issue out.

Wishing you all a safe month's motoring.

Ralph Colmar



Events Calendar

Sunday 23rd August - Sunday Car Tour

Postponed until further notice



Saturday 29th August - Track Day

Please note due to changes to Castle Combe calendar due to covid our date has moved by a week to the 29th. Those who have already entered will have been contacted already. We currently have a full entry but have started a reserve list. Entrants should have now received an email asking them to make their payment for the event. We will mark our 75th Anniversary on the day but our main celebration has been moved to the Pegasus Sprint on the 17th of October.

<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.

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

One likes to keep busy, you know...

Blimey, the lockdown became a synonym for productivity. One minute my head was part way down the khazi, with eyes shut, trying to paint round the plinth. Next, lying on my back under the ramp. This staying at home has been exhausting. Can't wait to re-start rushing about so that I can get a rest.

A rearrangement saw the Elan on the ramp for some work. Along with an X1/9 engine ready to go to its buyer and, stack of Lotus wheels, it was a right mess.



Lloyd and I went for an essential shopping pedal in the 1972 500L and it was a joy. As usual it took about 30 secs of churning to get it started. The fuel pipe is like a BIC biro refill and it all takes a while when it has not been started for a bit. Once running it was super and off choke in a jiffy. All was fine until we returned to the driveway when I noted that there was not a lot in the braking department. Of course the little blighter is so slow that you don't often use the brakes – especially in these spaced out times – so I had not really noticed until we are almost home, but, I would generously class it as a long pedal.

So, wheels off for a good brake bleed and we got the pedal back nicely. The little 500 just needs so little to keep it going. It's a marvel to think that Italian families, Mama and Papa in the front and Bambini in the back, luggage on the roof, would head off for their summer holiday in them. Back in the day, the local convenience stores even sold 500 parts so that they could be fixed along the way. I was reflecting on the simplicity of it all and wondering why anyone needs Apple Car Play, touch screens and drive modes.

As we had time on our hands, Owen and I decided to give the Elan's underpinnings a freshen up. It's another car that really needs so little to keep going. Always starts, always goes well. As we found with the old blue S4, the suspension does take a battering and the powder coating gets a little flaky. So we cleaned it all down and painted it with Hammerite. I much prefer it to powder coating as it's easier to touch in, though of course powder coating looks nicer. Then we attacked the floor pans with some nice flexible Waxoyl paint and it looked fantastic when finished. Very satisfying.



With several sets of wheels cleared off the ramp – and into the C.O.'s gardening shed (whoops) – the 500 was later back in its rightful place up in the ceiling and the Elan tucked neatly under it.

One Friday, Lloyd and I managed to get down to Marcos Joe's place to deliver the engine stand and manual for the Esprit. Being a one-man band has its advantages in these times – social distancing being the norm! – and he was making great progress with the Esprit. With the last 4 pesky body bolts uncovered on the bulkhead, the body lifted off to expose a chassis that was still looking nicely galvanised. When it was done some years back - no idea when – it was obviously done with some thought and care and copper slip'd bolts attested to that.



I later contacted Mike Taylor at Lotus Bits to see about the engine and all looks on plan despite the difficult times. So, I am blessed with great support on this project.

Which left me reflecting wistfully on the last pre-Coronavirus outing. Before it struck, we just managed to sneak in an afternoon to get Owen out behind the wheel. 'On the road' came in June but ahead of that we thought a spin round Llandow would be good practice for the first Sprint / Hillclimb.

We took the Abarth. It might sound like a difficult place to start but, well, not really. It's not got a lot of torque so your pace is the result of deliberate action, which is good. It's got small dimensions, great visibility, proper seat and harness and sticks like...

He spends his life on the garage floor, virtually racing people he has never met (how very 2020) and the wooden cockpit, that we built a few years ago, correctly has the gearshift on the right so the Abarth was strangely natural being LHD.

It was shockingly dry and sunny. How could that be? For someone who is 16 and can't drive yet, his 20 or so laps looked pretty decent and we posted it on Youtube as a memento. Starting in a LHD, rear-engined, swing axle car is unusual to say the least but he went well. As did the Abarth with its new clutch. Ran like a Swiss watch. No, not a stopwatch...



The test at Llandow pulled on the heartstrings and the Abarth was one that I could not quite get onto my 'must sell to reduce the fleet' list. Then made worse by the advert for Prescott's La Vie en Bleu...which of course never happened.



Here's to freedom.

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.

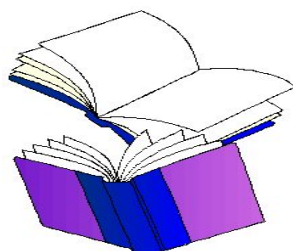
BPMC polo or sweatshirts

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!



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

Help raise funds for Wiltshire Air Ambulance



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

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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Mad Mike's Ramblings

These last few months have been somewhat of a distraction frustration to us petrol heads. Those unfortunate ones like myself with a condition, mine being type 2 diabetes and my age, have been self isolated for the last 5 months and things aren't looking any better.

Well as you probably read in my rambling about our racing trip to Italy, I did some serious damage to my engine. The car overheated on the way back to Castell due to the slow traffic and unfortunately on arrival back at castell, there was large amounts of water coming out of the exhaust and on further inspection, white fluid in the oil and catch tank.

Back to the UK and on further inspection, I had blown the head gasket and more seriously, one liner had dropped, a complete rebuild was required. Well, you know how things tend to happen when you don't expect it, well two happened this time. Firstly my good friend Salvatore Vinanzia, who is the slalom hillclimb champion of Italy, told me about a Gas39 built 998cc fuel injected engine was for sale by a friend of his. The engine was in an Abarth A112 race car and was in very good condition. I did the only thing a normal person would do, I bought it. Not only was it fairly fresh but it had over 30% more power than my current engine, nothing to moan about. So I had the old engine rebuilt and sold it to another Abarth enthusiast giving me almost a cost neutral swap.



At the same time, I found a hens teeth item, an original Abarth Collotti 5-speed gearbox, these are very rare items but make the car much more competitive. So I

sold the old 4-speed again for good money making the Collotti purchase less painful.

A trip to Middle Barton for them to fit the engine and gearbox and sort out the electronics for the fuel injection. With the engine in place, I booked into Fusion Fabrications for a new exhaust system, they are good and I recommend them if you are looking for a new exhaust.



With the new power and gearbox, I had to look at the handling of the car and decided to move to road legal slicks. On looking at all my options, I decided to go for Nankang AR-1's.

Now for the frustrating part of this story. I collected the car from Middle Barton at the end of February just before the lock down and I haven't had an opportunity to try the car out until it was suggested by Phil Jones that I use Llandow.

I tried to book online but they were fully booked until mid September so I called them. It transpired that the online booking is for track days and I wanted to do testing, not the same thing.

I booked to go on Wednesday 29th July for the full day. £150 for the day didn't seem to be a bad figure though I hadn't factored in the 3 hour 15 minute each way journey time.

So the day before, I filled up the car with the “I need to bring this and that just in case” if you see what I mean.

The prescribed day arrives, get up at 4.45am and load the car on the trailer. An hour later I’m ready to go, M40, M25 and M4 all the way past Cardiff and finally arrive at Llandow at 9.15am.

First problem, the gates are closed and I can’t get in and try to call the office but no signal, so much for modern technology. After a short time I see a cleaner leaving and the gate is open so I take advantage of this possible error and drive in. Find John, the track manager 20 mins later and he gives me the low down, I’m the only one booked in today so no issues with isolating and being careful with others, it also means I have the track all to myself with no sessions to worry about.



Unload the car and John tells me that I need to have a temperature check, not for the car but for me and after I warm the engine he does a noise check. When I did it a few weeks ago I got a 101db reading, In proper conditions, he gets a 98db reading, very happy with that. By the way, I also have a megaphone exhaust end that I use in Italy that has no silencer, sounds much nicer.

I’d forgotten to put one of the wheel spacers on so that was the first thing to do. Checked the tyre pressures for my new Nankang AR-1 tyres and I’m ready to go. Bearing in mind I have a new engine, a new gearbox and I’m using a new manufactures tyres, I’ve never used before. I know they say only one thing at a time but heck, go for it.

Put my race overalls on and my new carbon Bell helmet with my old Hans device and I’m ready to go. One small aside, for full safety and a way of not damaging your neck or more in a shunt, wear a hans device!!

OK, so belt up, start the engine cant get first, so drive off in second onto the track. Do an out, a lap and an in and back to the pits. This is the procedure to season a new set of tyres. Put it through a heat sequence. Check the pressures again and make sure the car is all OK and out again. This time slowly building up the engine revs before shifts to get a better feel for how it pulls and how the gearbox shifts. I then found out how to get first, Bang the leaver to the left and down. This gearbox has first and reverse on the same plane so second is right and up, third straight down and fourth and fifth to the right. What was very nice was how short the shifts were, took a bit of time to get used to. Back to the pits after 10 laps to check everything again.

OK, I'm ready to give it some stick now. Start the engine again and onto the track. Round the bus stop and floor the throttle on the back straight and rev to 8000. Wow only managed to get into third so only use second and third but the car is pushing like a freight train and flying, more importantly, the engine between 5500 and 8000 sings. Not sure if you understand what I mean, my works alfa D2 DTM engine used to do it, but this engine is only 1000cc. I fly round the track for another ten laps and I think you will understand what I mean by I had a massive smile on my face for the whole session. Back to the pits to check tyre wear and a quick look over, all OK!

So my plan for the next ten laps was to take it more slowly to try to get all the gears both up and down. So out again to follow my plan, it's a fantastic gearbox and all gears go in well, I'm happy.

So I completed my three sessions by noon which gives me a good chance to get back to London before any traffic. I load up, thank John and leave a very happy person, all goals met and NO damage, always a good thing.

I need to thank a few people, Salvatore in Sorrento for helping me get the engine, Tony Berni who told me about the gearbox and Carlo for all his support. Here's looking forward to drive this monster in anger.

To all BPMC members, Keep well and safe! And I look forward to the Anniversary bash!

Mike Kason



50 Shades Of Red

#gofundstevetarrant

As I alluded to in the editorial my motoring month took a turn for the completely bonkers while sitting outside a hospital one afternoon on the last day of a shift.

Nine times out of ten if I do not get home before midnight there is a good chance my shift will be over even though it does not officially end until 8am.

On this occasion I decided to have a look to see if Scotland was open for business and it appeared it was and before I knew it I had booked a night in Dingwall near Inverness and another near John O'Groats all on my phone. I planned on setting off at 8am as soon as my shift was due to end.

I was home by 11:30pm and at 5am sharp I was called to be at a Cardiff hospital by 6am. Seven hours later I set off in Madge for Dingwall a mere 500 miles away.

Soon after passing Carlisle the rain became too heavy to continue with the roof down so I stopped for fuel and put the roof up. I tried to phone my hotel to let them know I was running late but I got no reply and there was no answer machine message, I continued on for another two hours trying every half hour to speak to someone at the hotel with no joy.

Pulling over at Bothwell I tried phoning the hotel again and then e-mailed them to say unless I heard back within ½ an hour I would make other arrangements. While wandering round I noticed the closed sign on the All Days motel and a gert big padlock and chain underlined that this particular establishment was shut.

I then phoned the B&B I was to stay at for my second night and a delighted host said he would be happy for me to arrive twixt midnight and 1am for an extra nights stay. With a warm bed assured I loaded my Thermos with another Costa and took a BLT for the remaining 5 hour 250 miles of my unexpectedly extended journey. As I progressed north thick fog crept in on the higher ground.

At half past midnight I arrived at the Alba Sunrise, Aukengill and as promised the front door was open and the room to the right at the top of the stairs was also open, I fell into bed exhausted. Eight short hours later I was being fed a full English by my Italian born host with the thickest of Sardinian Scottish accents.

I spent the day driving up to John O'Groats across to Thurso and down to Wick. When I got to Wick I checked the UK weather for the following day, it seemed perfect for something that has been hanging around in my mind since March.

Just as lock down kicked in and I was put on furlough I heard about the plight of a marshal Steve Tarrant who had the misfortune to be on a marshals post at Goodwood when an incident unfolded in 2000 that resulted in a double fatality and Steve losing half a leg and part of his stomach.

Steve bounced back from his injuries and continued marshalling in the UK and Le Mans. 20 years later Steve now finds he needs an £8k electric wheelchair. The irony of having helped dispose of just the kind of equipment Steve is looking for a month earlier on behalf of someone no longer with us was not lost on me.

I made a pitifully small donation via Steve's Go Fund Me page and resolved to help him some more in the not too distant future. It was while walking about in the absence of anything else to do during lockdown that I hit upon the idea of doing a sponsored drive from John O'Groats to Lands End preferably from Sunrise to Sundown with the roof down.

As May passed into June it was not looking like it was going to happen as I needed a good 16 hours daylight to make the 15 hour journey with some time required to take on fuel, coffee and BLT's.

Now with the weather looking good until I got to Exeter I made the decision that I would be at the John O Groats sign post for sun up on the 24th of July.



After taking a couple of snaps at 4:45am I headed south along the A99 towards Inverness, the most difficult part of the journey followed from Inverness to Perth as tiredness set in after only 4 hours sleep, due to the excitement.

I struggled to negotiate interminable road works and keep up the legally maximum permitted pace being monitored by an army of average speed cameras that festoon this part of Scotland.

Things got easier on the dual carriageways and motorways that followed, until I got to the roadworks between Manchester and Stoke, but even then the delays were minimal, luckily more traffic was headed North than South.

I know from ambulance experience that driving to west on a Friday can be a bit of a nightmare, yet despite not leaving Gloucester Services South until 16:30, apart from a snarl up between the Bristol junctions of the M5, I had a clear run.

Even the rain that came between Exeter and Truro on the A30 was not sufficient for me to think about stopping to put the roof up.

There was no traffic at all on the final run into Lands End and I pulled up outside the fog bound visitor centre at 20:36 about 40 mins before official sunset.

Refreshed after traditional fish and chips I headed the 225 miles home and was in my own bed by 2am after 1000 plus miles of open top motoring.





On the Saturday I woke just in time to complete some rudimentary preparations on Madge for my hillclimbing debut that was to take place at Shelsley Walsh on the Sunday, most of my time was spent taping miles of white gaffa tape into the Motorsport UK prescribed dimensions for my entry numbers. I checked the fluids and loaded the boot with 12 litres of fuel in a jerry can to ensure I could get home after the competition.

Arriving at Shelsley in plenty of time to fit my timing strut, kindly designed and 3D printed by Peter Connew, I then walked the course with fellow Classic Marques competitors Noor and Emma Ali.

After the exercise I made for a breakfast roll and coffee which made me a smidge late for the novices meeting with the Clerk of the Course, fortunately David Nursey spotted my indiscretion and kindly filled me in on the details I missed.

I was apprehensive about before my first run, it does not look too difficult, essentially Shelsley is a long left hander followed by a sharp left right S and then a long straight, but it is very narrow with banking adjoining the track coming out of the S so get it wrong and you can easily end up getting hurt.

On my first run I set the slowest time of the meeting, after lifting off when my visor fogged up as I approached the S bend.

From there things got better with the remaining 4 runs only failing to go faster than the previous run on one occasion, I ended up 11 seconds quicker than my unpromising first run, improvements in my time can be expected if I ever get my entry to the S curve right.



The class I am in is a handicap class and the organiser of our series worked out I probably, no handicapping data is available thanks to the pandemic, finished 11th out of 14 which is not too bad for a first attempt.

As someone pointed out, it's when I am trying to lower my times by tenths of seconds rather than whole seconds that I really am getting to know the course.

Thanks to friends in the facebook community and the commentary team at Shelsley Walsh who ensured Go Fund Steve Tarrant got a mention on their live youtube broadcast I estimate nearly £600 was raised, leaving £1400 to go.

TOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP

Just as we were going to press Steve informed me that an unnamed motorsport charity has stepped in with the remaining required funds and that he will soon have his electric wheel chair !

Shelsley Walsh Paddock



'39 Morgan



'66 Ford Cortina GT



'91 Ginetta G4



'70 Lotus Europa



'71 Morris Mini Clubman



'11 AMS Murtaya



Lotus 35



Andrew Burt Mallock 32/34

Editor's First Contact With BPMC Track Day 14th Aug 2010



2008 Caterham Superlight



1935 Ford



1953 Ford Light Van



1967 Austin Cooper S



1948 Austin A40 Dorset



1972 Lancia Fulvia 1.6 HF



Ferrari 550 Maranello



1971 Austin A60 V8 Van

BREAKFAST MEET Will Be On Sunday August 30th !



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

- There are due to be 15-18 races before the end of season in December
- Opening races will be closed events.

The remaining races of the 2020 calendar are below.

7	Formula 1 Rolex Belgian Grand Prix	Spa-Francorchamps, Belgium	August 28-30
8	Formula 1 Gran Premio Heineken d'Italia	Monza, Italy	September 4-6
9	Tuscany	Mugello	13th Sep
10	Russia	Sochi	27th Sep
11	Eifel	Nurburgring	11th Oct
12	Portugal	Algarve	25th Oct
13	Emilia Romagna	Imola	1st Nov



Not invincible but close enough for 2020 ?

Bristol Pegasus Fantasy F1 - 2020

Positions after Spanish GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	375
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	364
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	364
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	360
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	348
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	343
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	333
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	330
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	328
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	323
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	308
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	307
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	301
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	300
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	298
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	298
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	296
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	294
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	290
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	277
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	269
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	268
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	267
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	265
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	263
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	257
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	246
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	199
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	190
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	167
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	148

Backfire Bits

What a start we have had to entries for the Pegasus Sprint into 3 figures in 3 days is as quick as I remember. Of course the only way to enter this year is online, which makes my job as entries secretary much easier. Getting the word out that entries are open is also much easier these days - a few posts on social media, e-mails to the championships and past competitors and the entries start rolling in. I remember it being a lot more work back in the early days of me acting as entries secretary. For Colerne we would stuff 400 copies of the regs in envelopes and post out, before receiving a huge pile of entries by return of post.



Colerne May 2006

It seems pretty unlikely we will be able to have spectators at Combe for the Pegasus Sprint and with a limit to the numbers of marshals we can have on each post you will need to get in quick if you want to see the action by helping out - Contact Nick if you want to be there.

It also looks like I will get to use the Westfield for the first time this year other than a few local trips out. I am booked in for the track day at Combe on the 29th. A reminder that there are also no spectators allowed at the track day - we will try to keep people who can't be there up to date with some pictures on facebook and instagram. There are a few last minute on track spaces available at the time of going to press. I am also planning to take a car to the Breakfast Meet at Sparky's - not sure yet whether I will take the Westfield again or perhaps put a few miles on the Marlin. The Marlin could do with a run as it has been nowhere since the head was off earlier in the year, ideally I need to put about 500 miles on before a final torque check.

We again held our committee meeting as a video call - this has actually worked quite well and may be something we continue to use when we don't have a club night in the summer months. Looking forward to actually seeing a few of you for a socially distanced chat on the August bank holiday Weekend !

Andy Moss - Competition Secretary

2020 Events Calendar - Updates in red/bold.

Date	Event	Location
Sun 23rd Aug	Summer Car Run	Postponed
Sat 29th Aug	Pegasus Track Day	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	Postponed
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.

Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop 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@hotmail.com