

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Stephen Miles Van Diemem FTD Llandow Sprint



August 2021

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Nick's Natter



I've had a lovely two weeks holiday although sadly not in Crete as originally planned. We went to York, Chester & Lincoln. Planes, trains and automobiles featured amongst the usual touristy things. York train museum was amazing as was Newark air museum. The automobile part was a stroke of genius by Andy. We had gone to Whitby for the day and for their famous fish and chips and were on the way back to York when Andy said we weren't far from Bangers & Cash. We parked up in Thornton Dale and walked to Mathewson's shop. There were lots of interesting old cars parked around the corner, and even a batmobile parked in front of the garage. And the last day of my holiday was spent at a very hot Santa Pod.

Well done to everyone who helped at Llandow, I hear it was a good day.



Nick Wood

Editorial

Welcome to the latest edition of Backfire, for some of us the 2021 season has finally kicked off and the clubs Llandow sprint organised with our friends at Bristol Motor Club marked the editors enjoyable competition debut at the circuit, thanks to all the volunteers who made the event such a success.

Llandow was Madges second event of the season, Dave Cooper and I having visited Curborough a couple of weeks earlier.

Our chairman Nick has managed to secure the Forest of Dean Railway as a venue for a resumption of our monthly Breakfast meetings on July 25th, these will continue at the same venue until October.

The following weekend the Club will be returning to Castle Combe for our annual track day on Saturday the 31st of July.

Regs and Entry forms for our Pegasus Sprint in October are now available from the club website at :- <https://bristolpegasus.com/events/pegasus-sprint-2021/>
The 120 available spaces are said to be going very fast.

Thanks for the continued flow of contributions from; Dave Cooper, Liz Cooper, Andy Moss, Tim Murray, Richard Reynolds, Tony Smith and our Chairman Nick Wood.

Wishing you all a safe month's motoring.



Photo Andy Moss

Ralph Colmar

Events Calendar

Pegasus Castle Combe Track Day - Saturday 31st July

We now have a full entry for our track day. We have started a reserve list - we normally lose a few entries coming upto the event so you still have a good chance of getting an entry. To join the list email compsec@bristolpegasus.com we will email you as soon as any places become available.



See <https://bristolpegasus.com/> for details.

BPMC Breakfast Meet - Sunday 29th August



Our monthly breakfast meet returns.

Every last Sunday of the month from 25th July to October.

Dean Forest Railway, Forest Road, Lydney GL15 4ET. From 0930 hrs.

Refreshments available.

Pegasus Sprint - Saturday 16th October



Regs and Entry forms are now available from our website at :- <https://bristolpegasus.com/events/pegasus-sprint-2021/>

Request For Marshalls

Cotswold Historic Rally – 1st August 2021

The event starts and finishes at Cotswold Edge Golf Club, Wotton-under-Edge, GL12 7PT starting at 8.30am. The scheduled first car finishing around 5pm.

All but 1 venue are contained in an area between Stroud, Cirencester, Royal Wootton Bassett and Chipping Sodbury, with one Regularity around Cirencester.

If you are interested in marshalling on the event could you please contact myself at denise@desbois.co.uk or on 01761 233510 before 9pm please. Marshals have to register online their availability to marshal due to the current COVID restrictions at :- <https://mtc1.uk/Marshals/CotswoldHistoric21/MarshalForm.php>

Vince Woodman

I was sorry to learn that Vince Woodman died on Wednesday at the age of 83. For many years he ran the Ford dealership VMW Motors in Frampton Cotterell/Coalpit Heath in South Gloucestershire, near Bristol, and his racing exploits are well known. In February 2009 he turned out in a snowstorm to give a talk to the Bristol Pegasus Motor Club. Here's an extract from the report on his talk in Backfire.

Vince told us that he started his motor sport career in a Triumph TR3 at a Dyrham Park hillclimb, then graduated to an E-type. As a Ford dealer he then got his hands on a Lotus Cortina with which he had a lot of success, including beating Ford star Roger Clark in a race at Mallory Park. This caught the eye of Ford Competitions Manager Henry Taylor and led to the Ford backing that Vince enjoyed for much of his career.

His works Fords included a special 1000 cc Escort built especially to try to take points off Bill McGovern's Imp in the British Saloon Car Championship, and then another Escort with a very special 1300 cc BDA engine which revved to 10,000 rpm and turned out 186 bhp.

Then came the Cologne Capris. According to Vince these were initially undriveable, but once Ralph Broad at Broadspeed got hold of a couple he sorted out the handling. One of these cars was the car, driven by Dave Matthews, that was destroyed in the dreadful pile-up at Silverstone in 1973. The other car was sold by Broad to Bo Emanuelson in Sweden, but when this type of car was banned from Swedish saloon racing, Vince agreed to swap his Camaro for Bo's Capri - Vince reckoned he got the better deal!



Vince demonstrating his '74 RS3100 Capri at Dyrham Park

Vince has owned this car ever since, and it has brought him much success - it still holds the outright saloon lap record at Castle Combe, set in 1977. The car was 'retired' in the late '80s, but has recently been rebuilt by Roger King, who was the apprentice at Broadspeed in the early '70s and knew the car backwards. Vince brought it out last year at the Classic meeting at Castle Combe, and won the race.

For many years Vince was a leading contender in the British Touring Car Championship (BTCC) and recalled with pleasure the amazing dices between the big Capris and Rovers in the early '80s. Between 1986 and 1990 Vince competed in the Thundersaloons Championship, initially in the Cologne Capri and later in the fearsome Vauxhall Carlton which he shared with John Cleland. Vince had fond memories of this car - 700 bhp, and 198 mph down the straight at Zandvoort.

In recent years Vince has been an instructor for Ferrari UK, and has been having great fun driving Ferrari 360s - he says the only way to drive them is to turn off all the driver 'aids' such as traction control and let rip - unless it's wet. He has done a certain amount of classic saloon racing, and would like to do more, but, as he says, when he was a Ford-supported driver everything came free. Now he has to pay for it, and it costs a lot - £1000 for a set of tyres!

Sincere condolences to his family and friends

Tim Murray



Llandow Sprint Paddock July 10th



Martyn Davies - Ford Fiesta



Paul Constance - BMW M4



David Wheeler - Renault R8 Gordini



John Morgan - Ford Anglia



Andy Portlock - Ford Escort Mk II



Philip Montgomery-Smith - OMS 2000M



Graham Gonzalez - Mini



John Hawley - MG Midget

Photos Andy Moss

Llandow Sprint July 10th



Clare Tooth Lotus Elise



Derrick Preston - Mini Cooper S



Joshua Harley - Mazda MX5 NC



John Roberts - Mazda MX5 NA



Dave Cooper Mazda MX5 SVT



Phil Oliver - Mazda MX5 NBFL



Gary Dawkins - Lotus Exige



Tony Barber - Volkswagen Golf MkII

More photo's from Tony Smith at <https://flic.kr/s/aHsmWfqBGC>

PETROL & STEAM



Pegasus Breakfast Meet every last Sunday of
the month from July to October
Dean Forest Railway
Forest Road, Lydney, GL15 4ET
From 0930 hrs. Refreshments available.



NEXT MEETING

Sunday 29th August

Goodwood Festival of Speed 8th July



Bugatti Baby II ¾ scale EV



1959 Aston Martin DBR1/4



1961 Ferrari 156 Replica



1978 Lotus 79



1981 Williams FW08



1987 Ferrari F40



2000 McLaren MP4/15



2021 Aston Martin Valkyrie

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 550 Members in the group
- Thruxton Classic Race Meeting Photos
- Event Updates
- Cotswold Motorsport Group Trials Championship
- ACE Tour Photos
- A Smokey Traction Engine
- James Bond Fiat Uno
- Fantasy F1 Score updates



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.

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

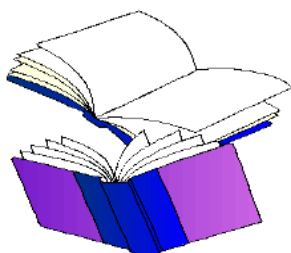
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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**

X2s Sportscar project – Engine Arrival

Well the engine finally arrived, somewhat later than originally planned due, mainly, to my ex-partner's work schedule. The whole car had been designed 'in ethos' around the Mazda K8 engine from an MX3 sportscar. Basically, the smallest V6 (actually 1845cc), of that era and one that fitted into the 2-litre sportscar class. Why a V6 you may ask ? Well, I like the sound – Lancia Stratos, Metro 6R4, Group B etc...Being front-wheel drive, it meant that we could put engine, gearbox and final drive behind a carbon /aluminium honeycomb tub and have a nice short, wheelbase package (c.2300 mm), stabilised by some fairly advanced aero'.



We found one in a breakers yard about 10 years ago. It sat in the workshop for a few years whilst our student staff member on his 'internship' (work experience) built the original wind tunnel, the MDF cockpit mock-up and the bodywork buck. A very talented lad indeed. The power unit then spent quite a few years in an adjoining barn where various farm vehicles came and went depositing many fine layers of farmyard detritus on everything inside the barn....and, then on to me.

Following several degreasing /cleaning sessions, I'm slowly getting down to recognising metal components and starting to do some detective work. My best guess is that it came from a '95 car, about 60K miles in and judging by a small amount of damage to one of the cam cover castings and the timing belt cover, it was probably front-ended in an accident write-off. The plan is to inspect the bores, cams (4 of), valves (24 of) and the steel crank /ladder frame bottom end. If all is well, then

we regard the engine as usable at least for some initial shake-down runs when the chassis is complete. If it's not usable, the alternatives are Ford Probe (2.5L V6) same family but bored /stroked, or one of the Alfa units, 12v or 24v, which are similar in size and weight – around 215 Kg all in.

To start the detective work, I let the plug threads soak in a cocktail of degreaser-WD40-thin chainsaw oil for about a week and they came out quite cleanly also indicating that the mixture looked OK . Being an all-alloy engine I was a bit worried of some thread-stripping here but needn't have worried. A similar cocktail then went down into the bores to let the rings soak for a lengthy period. A short trawl of the internet brought in a reasonably priced endoscope plus a factory workshop manual in .pdf form. Both very useful. The endoscope hasn't shown up any alarming surprises so far...

Shortly, Ralph and I are off for our first event of the year and then it's a holiday in Devon /Cornwall. On my return, I'll need to drop the sump and inspect things from underneath applying a little oil to the bores and looking for signs of the manufacturer's original 'x-hatching'. Whilst the warmer weather is with us though, I'll need to stop engine work (after first easing the crank over by hand) for a while and concentrate on the remainder of the carbon fibre Kevlar chassis components which are temperature sensitive.

Dave Cooper BPMC 24/06/2021

Karting equipment for sale

1 Lightweight GRP seat Junior /Senior size with padded shoulders (as new)

Sprocket carrier to suit 30mm axle – 4.5" PCD (part worn)

15 Sprockets – 78T to 92T – 5.25" PCD (condition good)

Offers - buyer collects, or, will bring to a BPMC event. Contact:
dave32cooper(at)gmail.com

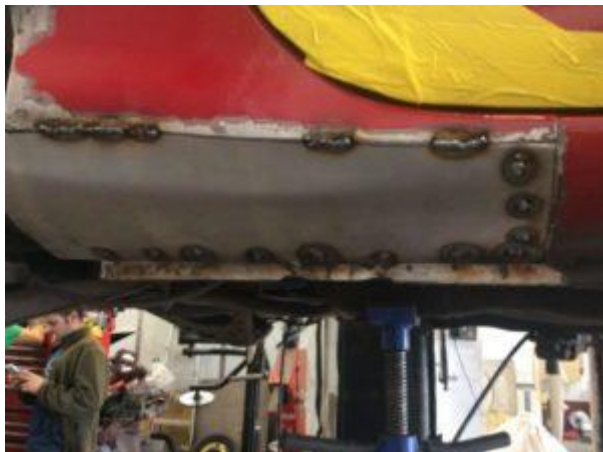
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- Servicing & Mots



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By Phone :- 01179 414 010

e-mail :- info@sghbodyworks.co.uk

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

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Fantasy F1 – First Report

It's a late first report from me this year as 2021 got off to a bad start with my father falling seriously ill, spending 2 weeks in hospital, then a month in a nursing home before finally going into a care home. Thankfully he is now settled and receiving the care he needs.

Pre-Season Testing

It was clear from pre-season testing that Red Bull were the class of the field. Changes to the rules by the FIA to aerodynamic changes at the rear of the car meant that low rake cars (Mercedes and Aston Martin) suffered more than high rake cars which is essentially the rest of the field. The cynics amongst us (you know who you are) would say that this was done deliberately by the FIA to end Mercedes dominance and make the racing more competitive. It certainly worked as from being the dominant package since the start of the turbo hybrid era, Mercedes were suddenly all at sea. They were uncharacteristically missing running time and even when they did run their times did not trouble the lap time leader board. Of course, with their massive resources back in the UK it didn't take them long to work out where the time was being lost and make changes so that they were competitive for the first race. A notable performance was also put in by Alpha Tauri who impressed with very quick lap times especially from Pierre Gasly whose confidence will have been high after his first win last season.

As always with F1, things are always changing so with major changes to the cars coming in for 2022, it remains to be seen which teams will stop developing this year's car to focus on next year's car. With budget caps ever tightening to ensure the field of entrants is not decimated in future, teams must decide where to place their resources over the rest of this year.

The Season so Far

As I write this, we have just had the 2 Austrian races with a 2 week break before the British Grand Prix at Silverstone. In a refreshing change, the juggernaut that is Lewis Hamilton & Mercedes have not had it all their own way and the momentum is now with Max & Red Bull as we go into the second half of the season. Although most spectators tend to focus on the drivers, a good guide of how the season is going for each team is to look at the Constructors Championship. This year they can be categorised into 4 divisions.

Division 1 – Mercedes & Red Bull

To be crowned World F1 Champion in 2021 you need to be in one of these cars, nothing else is going to cut it. In the early rounds Hamilton certainly rode his luck parking his car in the gravel and with the help of a safety car still finished second. These things tend to level out and sure enough Max looked set for a certain win only for his Pirelli tyres to fail with a few laps to go. We have been here before, Jones the Speed also gave Pirelli an honourable mention based on experience in

one of his recent articles. At the restart Hamilton dived down the inside of Perez for the lead, only to lose it in the braking zone as he had inadvertently hit his “magic” button which puts all the brake bias on the front. As a result, he locked up and went off the track and did not have enough laps left to get back into the points. How he must have wished in that moment for a car from a bygone era without all the knobs, buttons, and driver aids on the steering wheel. As I write this, Max is leading Lewis by 32 points which would only be 7 points had it not been for this simple mistake. The pressure is now all on Mercedes as they are 44 points behind Red Bull in the Constructors Championship and need to decide where to place their resources for the rest of this year.

With regards to the number 2 drivers, Perez was there to pick up the win when Lewis & Max didn't finish but has not shown consistent race pace to be there to support Max and cover off Mercedes. This is a bit of a surprise to me as he has plenty of experience, is very fast and up to now has never been in a car to really show this. It may just be settling into a new team, but he needs to improve in the second half of the season as Red Bull have consistently shown they are not patient with underperforming drivers. Valtteri Bottas looks every inch yesterday's man and seems certain to be replaced by George Russell next year. He is currently 5th in the Drivers' Championship behind his teammate, both Red Bulls and Lando Norris in the McLaren. This is despite having a race winning car, with Hamilton having taken 3 victories with the same equipment.

Division 2 – McLaren & Ferrari

Lando Norris has been the standout performer of these teams, especially when you consider he has 150% more points than his teammate, Daniel Ricciardo a proven race winner. If Daniel had put in better drives this season McLaren would be much further away from Ferrari than the 19-point advantage they currently have. Lando's drives have been impressive, and he is only 3 points behind Perez and ahead of Bottas both of whom have race winning cars.

I cannot get my head around Ferrari but then who can? One race Leclerc is on pole and a few races later at the French Grand Prix neither car finishes in the points. After a disastrous season last year, I was expecting more of the same as they stated they were focussing all their efforts on the 2022 car. Suddenly they are fast enough to get pole but then slip back down the field as the race pace seems to evaporate. The 2 drivers seem evenly matched with only 2 points between them, but their surprise performance is certainly doing Martyn Davies no harm as he currently heads the Club Championship.

Division 3 – Alpha Tauri, Aston Martin & Alpine

Of these Alpha Tauri especially Gasly have been disappointing. The car clearly has pace as Gasly nearly always qualifies well within the top 10. On race day, either team strategy or driving errors have meant a poor haul of points from what have been excellent qualifying positions. Tsunoda in the other car being a rookie has a lot to learn, but 9 points is frankly not enough for this car with the pace it has.

Alonso & Vettel have 6 world championships between them but here they are driving well down the field picking up their pensions. Their only saving grace is that both of them have more points than their respective teammates.

Division 4 – Alfa Romeo, Williams & Haas

If you have any of these teams or their drivers you are going to pick up little or no points and would have been better off investing your money elsewhere. Again, a former F1 Champion in Kimi Raikkonen is picking up his pension and all 3 cars are just too slow. HAAS under severe financial pressure have had to employ 2 drivers who brought sponsorship money with them to survive. Mick Schumacher has not shown his father's ability behind the wheel but that is difficult in a car that is the slowest on the grid. On the other hand, his teammate Mazepin looks more suited to banger racing at Charterhouse rather than F1.

BPMC Fantasy F1 Championship

So, what does all of this mean for all of us in the BPMC? It was clear that Max & Red Bull were the clear choice to pick up a lot of points from our annual Fantasy F1 shopping list and the top 4 in the standings all have this in their selection. Martyn Davies appears to have played a bit of a blinder in taking a chance on Ferrari after last years disastrous performance. I took the same chance last year only for it to come back and bite me. Interesting that the only difference between Martyn in 1st and Sam Thompson in 2nd is Ferrari as opposed to Alpha Tauri for the engine. Had Alpha Tauri converted their qualifying performance to race points the standings would look rather different. Ben Bishop has put all his chips on Max & Red Bull as his other driver and chassis are unlikely to be scoring any points. 3rd in the standings, it was a brave move to put all his eggs in one basket.

It doesn't look as though Simon Moss will be retaining his title. He is behind his father who was last year's wooden spoon winner. For those of you new to the BPMC F1 Championship, you need to put your money in the combination that will give the maximum return rather than which driver or team you support or like the look of. All of which makes this especially disappointing to see Ralph Colmar at the wrong end of the table yet again! After all the pointers and ribbing I gave him in previous years which resulted in a Top 10 performance last year, he seems to have gone back to his old ways. His only saving grace is that he is not bottom as Oliver Lock has chosen a team that can even beat Ralph on that score.

It will be an interesting second half to the season, no doubt mixed in with some controversies and politics as well as some racing as F1 always is. Enjoy the racing and the BPMC Championship and whether you win or lose, you can be safe in the knowledge that you have spent £110million for nothing.

Ken Robson

Bristol Pegasus Fantasy Formula One 2021

Bristol Pegasus Fantasy F1 - 2021						
Positions after British GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Gasly	Verstappen	Ferrari	Red Bull	Ferrari	735
Sam Thompson	Gasly	Verstappen	Ferrari	Red Bull	Alpha Tauri	701
David Garnett	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	668
Helen Davies	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	668
Dick Craddy	Räikkönen	Verstappen	Ferrari	Red Bull	Alpine	653
Joe Robson	Gasly	Leclerc	McLaren	Red Bull	McLaren	653
Ben Bishop	Russell	Verstappen	Red Bull	Williams	Red Bull	649
Ken Robson	Gasly	Verstappen	Alpha Tauri	Red Bull	McLaren	644
Tim Murray	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	622
James Small	Tsunoda	Verstappen	Alpha Tauri	Red Bull	McLaren	620
Chris Thompson	Norris	Verstappen	Haas	McLaren	Red Bull	611
Lisa Davies	Norris	Verstappen	Alpha Tauri	McLaren	McLaren	597
Andrew Moss	Alonso	Norris	McLaren	Red Bull	Williams	596
Chris Bennett	Räikkönen	Pérez	Alfa Romeo	Red Bull	Red Bull	591
Abi Reynolds	Alonso	Verstappen	Alfa Romeo	Red Bull	Ferrari	586
Dave Cooper	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	583
Martin Baker	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	583
Mike Marsden	Ricciardo	Verstappen	Alpha Tauri	Red Bull	Williams	578
Gary Tanner	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	576
Katie Davies	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	576
Alyson Marsden	Gasly	Verstappen	Alpine	Red Bull	Alpine	573
Mark Hoppe	Leclerc	Verstappen	Alfa Romeo	Ferrari	Mercedes	573
Helena Sarsted	Ricciardo	Verstappen	Ferrari	McLaren	Alpine	566
Martin Emsley	Sainz	Verstappen	McLaren	Williams	Mercedes	559
Simon Moss	Gasly	Verstappen	Alpine	Ferrari	Mercedes	555
Laura Moss	Pérez	Russell	Red Bull	Aston Martin	McLaren	543
Jamie Stevens	Pérez	Sainz	Alpha Tauri	McLaren	Mercedes	542
Mark Niblett	Norris	Pérez	McLaren	Williams	Mercedes	538
Richard Reynolds	Verstappen	Vettel	Alpine	Ferrari	Ferrari	537
Matthew Stevens	Ricciardo	Vettel	Red Bull	Williams	Red Bull	534
Robert Bull	Norris	Pérez	Haas	McLaren	Mercedes	528
Jerry Irwin	Alonso	Russell	Ferrari	McLaren	Mercedes	520
Liz Ibrahim	Ricciardo	Verstappen	Aston Martin	Ferrari	McLaren	513
Matt Johnson	Ricciardo	Schumacher	Aston Martin	Red Bull	McLaren	489

Lesley Hart	Gasly	Sainz	Alfa Romeo	Mercedes	McLaren	481
Mal Allen	Räikkönen	Vettel	Alfa Romeo	Red Bull	Mercedes	475
Sharon Reynolds	Räikkönen	Schumacher	Ferrari	Mercedes	Aston Martin	473
Richard Ibrahim	Gasly	Leclerc	Aston Martin	McLaren	Mercedes	473
Donny Allen	Gasly	Räikkönen	Alfa Romeo	Mercedes	Red Bull	472
Bob Hart	Hamilton	Schumacher	Red Bull	Williams	Alfa Romeo	467
Merlyn Griffiths	Norris	Russell	Aston Martin	McLaren	Mercedes	467
Jeff Oakley	Alonso	Leclerc	Ferrari	Aston Martin	Mercedes	465
Charles Alexander	Alonso	Verstappen	Alpine	McLaren	Alpine	454
Ralph Colmar	Norris	Russell	Mercedes	Williams	Alpine	453
Michael Griffiths	Norris	Stroll	Aston Martin	McLaren	McLaren	449
Philip Turner	Ocon	Ricciardo	Aston Martin	Red Bull	Alpha Tauri	441
Neil Lock	Bottas	Gasly	Alpine	McLaren	Ferrari	424
Mary Craddy	Räikkönen	Ricciardo	Alpha Tauri	Mercedes	Alpha Tauri	410
Anthony Reed	Pérez	Vettel	Alpine	Aston Martin	Red Bull	402
Alison Bennett	Ocon	Russell	Aston Martin	McLaren	Mercedes	388
Oliver Lock	Ocon	Stroll	Alpha Tauri	Mercedes	Williams	366

Formula One Calendar 2021

Round	Grand Prix	Circuit	Race date
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	TBA		
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

Backfire Bits

For the first time in a long time I can start by saying we had a busy month in July !

Things started with the Llandow sprint. It was great to return to the circuit for the first time since 2019. It was fortunate that we moved the event from its original May date as there is no doubt we would not have been allowed to run at that time. The entry got slightly reduced to 100 cars to ensure we met Covid restrictions but in the end we managed to run all the reserves. Thanks to all the entrants, organisers and marshals. As always we organise the event with Bristol Motor Club and it is great to see the two clubs working together to put on such a well received event.

We have already held the post event meeting for Llandow and one piece of news is that the date for next year will be Saturday 25th June 2022.



Another event to make a welcome return in July was the club breakfast meet. Since we last gathered for one of these we had changed venues having outgrown Sparky's diner. We moved just down the road to the Forest of Dean Railway at Norchard Station. They welcomed us to their large car park and managed to cater for the large turnout of cars. Nick had told them rough numbers to expect and they had 40 breakfast baguettes ready when we descended upon them. The numbers

exceeded expectations and they worked really hard to feed us all without too much of a delay. Despite being outside Bristol the drive over is definitely part of the attraction and we attracted cars from Gloucester and South Wales as well as our traditional area.

As Backfire was going to press we were days away from the last big event of the month - our ever popular Castle Combe Track Day. The event has been sold out for many months now and we have a great selection of cars - pictures and reports next month.

Finally a mention for the Pegasus Sprint on Saturday the 16th of October. The response to this has been exceptional. Within hours of the entry system being put in the website we had received 40 entries and all before we had made any attempt to publicise the fact entries were open. We are very nearly full but we are bound to lose a few entries between now and October, so it is not too late to get an entry in. As always we will need a lot of help to organise and marshal if you wish to volunteer.

Andy Moss

2021 Events Calendar

Sun 25th July	Breakfast Meet	Forest of Dean
Sat 31st July	Track Day - Enter Online	Castle Combe
Sun 29th August	Breakfast Meet	Forest of Dean
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	Forest of Dean
Mon 8th November	Club Night	BAWA
Monday 13th December	AGM & Club Night	BAWA 8pm
Mon 27th December	Bank Holiday Autosolo	Brightside Aust

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 BPMP

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/>