

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Merlin taking a break during the ACE Classic Tour Photo Andy Moss**



**December 2021**

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## Nick's Natter



Another year is nearly over and thankfully it was better for motorsport unlike 2020. Let's hope 2022 is even better. Plans are coming together for our belated 75<sup>th</sup> anniversary, more news on that once the date has been confirmed with Castle Combe.

I had a really enjoyable day with the 'trailing maestro' aka Mal Allen. He kindly allowed me to navigate for him on the Allen trial. We had a lovely & successful day.

Hopefully I will see some of you at the AGM. Please come forward if you fancy helping to organise events or help in any way as we desperately need more volunteers.

I hope you all have a lovely Xmas & I wish you all a HAPPY NEW YEAR.

Mal doing all the hard work!



Nick Wood



# Editorial

Welcome to the final 2021 edition of Backfire.

Not much to report on the motoring front this month which has blitzed by with a week's overtime on top of my usual week on week off routine and just enough time to clear some garage space to make way for Madge.

Had a lovely Italian with Dave and Liz Cooper in Swindon when I went to pick Madge up and aside from that it has been all work.

Looking forward to our annual dinner at the George in Lydney on Jan 29th, contact Cherry Robinson for further details.

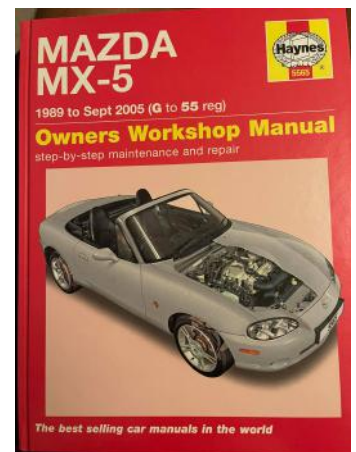
Got a whole list of things I'd like to get done to Madge in the off season and now I have some garage space, with just enough room to change a number plate bulb under cover, so I have no excuses for not familiarising myself with my latest Haynes Manual.

Unfortunately work means I'll not be able to attend the AGM at BAWA on December 13th, please do go if you can, fresh blood is always welcome on the committee nomination forms are at the back of this issue.

I'd like to thank everyone who has contributed to Backfire this year, please do keep your contributions coming, the more each of us puts in the more everyone gets out.

In this month's issue Phil Jones 71st Uphill Struggle has some excellent tips on Range Rover maintenance. Thanks also for the continued flow of contributions from; Andy Moss, Tim Murray, Richard Reynolds, and our Chairman Nick Wood.

Wishing you all a safe month's motoring Seasons Greetings and Best Wishes for a Happy New Year !



Ralph Colmar

# Events Calendar

## Notice of AGM Monday 13th December 2021

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2021 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

### Invitations

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

2022

04-Jan Mike Wilds - His Motor Racing Career & Aviation

01-Feb Stuart Graham - Racing on 2 wheels and Racing on 4 wheels

01-Mar Ian Phillips - His career in FORMULA One

05-Apr John Tipler & Guy Munday - LOTUS

03-May Matthew Vale - LOTUS Elite Colin Chapman's First G.T. Car.

07-Jun Brian Angus - Engineering at LOTUS

05-Jul Anthony Reid - His Motor Racing Career.

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## Club Facebook Group - This Month

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

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Pegasus Sprint Updates and Photos
- Event invites including Tavern and Bath Navigation Events
- The Bill Farrow Memorial Trophy
- MGCC PCT
- Trailer For Sale
- Santa Pod Drag Racing



**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.

## X2s Sportscar project – Engine Assessment



As certain aspects of the engine assessment needed an expert's eye, I've recruited an old friend to help out for a few hours each week. Also, with this sort of work, there are just some jobs where an extra pair of hands is needed, plus he has something like 40 years of motor trade mechanicing experience to boot.

After lifting the Variable Resonance Induction System (VRIS) off, I removed the cam covers and was pleased to see the cam lobes and bearings looking quite good. I gave them a light oiling and moved onto the timing belt. It was dusty – to be expected really as part of the plastic timing cover had been damaged, along with one of the cam box covers, when the donor car was 'front-ended'. However, the writing was still readable on the timing belt which my friend said was a good sign. As a side note, the VRIS has these clever flap-controlled valves that control the variable length inlet tracts. (The idea being to win back some of the lost torque that V6's seem to suffer from at low rev's. Needless to say, the ECU has to sort all this out which is another part we don't currently have ! ).

We then moved down to the sump. I feared the worse here after 10 years of non-use. But, surprise, surprise, all was looking good. No sign of any corrosion on the crank, rods or bearings – just some light oil tarnishing. We had one shock though which was that the oil pick-up and strainer were missing. At some point the sump pan had been modified with anti-surge 'trap doors' and an old invoice mentioned a mod' to the pick-up pipe. So, these items are now on the shopping list along with a suitable engine ECU and wiring harness. What are the chances of a Mazda dealer still having these mid-90's items still on the parts shelf ?

The plan now is to do a compression test on all six cylinders and see how the readings compare. We performed two slow rotations of the crank and, thankfully, there were no nasty 'graunching' noises coming from the bores and rings. The engine has hydraulic tappets, so, with these empty of oil, the valves should seat fully closed under spring compression – we'll see !

I fully expect a fair wait whilst we source /make /repair engine parts as necessary. There is still work to do on the rear wing and the front upright /hub assembly. An earlier email from my composite man tells me that the engine cover mould is nearly complete. We should be able to do a trial fit with this as a first component off the moulds. All being well, we'll then offer the engine and its cover up to the chassis and check for fits and gaps.

At some future point, we'll need to do an engine test run. There is no exhaust system at present but, I do have some flange plates water-jet cut that match the exhaust ports. Also, I have some pre-bent piping sections (courtesy of Merlin at Castle Combe), so, it'll be out with the welder to see if I can tack something up prior to giving it to a professional welder to complete.

**Dave Cooper BPMC 18/11/2021**

## **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](mailto:bbbishop132@hotmail.com)



## Editors Highlights of 2021



Somerset



88,888 miles



Dave Cooper Llandow



Cromarty Firth



Phil Price Rally School



Breakfast Meet Forest of Dean Railway



Goodwood



Pegasus Sprint



## Fifty Shades of Red

With the season over I have made a few observations about the past 24 months during which, despite a pandemic, I have had the privilege to take part in ten speed events with my beloved little Madge.

The first thing to strike me is that to run competitively, with my level of skills, a couple of track days at Castle Combe over the previous couple of years was far from sufficient preparation.

A proper competitor's way to have prepared might have been to spend a year doing test sessions at the tracks where I wanted to compete mixed with some tuition particularly on the generally much narrower tracks of the hillclimb venues.

That said I have had loads of fun learning to find a smooth line on the hoof, even at the bottom of the time sheets. There has been only one moment of real drama, when I left the track backwards coming out of St Mary's in the rain on my first run at Goodwood last year. Fortunately I was headed for the infield so no damage was incurred and I was able to return to the circuit unaided.

Secondly it has become apparent that better preparation of Madge might have led to a more competitive effort. One of the benefits of running in the Classic Marques Speed series is there is no great advantage in building the fastest car because weight, power and tyres are all factored into the handicap.

So the emphasis is on the competitor squeezing the maximum performance out of what one has in four runs usually two practice and two timed.

Madges engine, which is absolutely standard aside from some fancy coloured HT leads and a stainless steel exhaust that never troubles the noise scrutineers, was measured as giving 138hp at the wheels earlier in the year. That has proved more than enough for my limited capabilities. At some point with nearly 100,000 miles on the clock I hope to check the tappet clearances but otherwise aside from regular oil and filter changes I will be leaving the engine well alone.





One thing I will attempt to do in the off season is find out where the optimum changing up spot is in the rev range, at Brighton I was frustrated by my times getting slower on each of my four runs, despite this my terminal speed was getting quicker, I look forward to working out what on earth was going on.

There is plenty of opportunity to throw money at Madge's suspension in the form of poly bushes and adjustable shocks without incurring handicap penalties, but at my current level of skill I can't really justify the expense, not least because in just over three years I am planning on driving Madge around the world.

So over the next year, as soon as I can find some, I hope to start replacing the 20 year old rubber engine mounts and suspension bushes with like for like new ones along with the springs and shock absorbers. It will be interesting to see if a refurbished correctly aligned standard suspension will give me any increased confidence in Madges already not inconsiderable handling capabilities.

For the first eight of my events I was running on a lovely set of A1 list Goodyear Asymmetric Eagles however a puncture meant I needed to get a complete new set of tyres because as luck would have it the Goodyears were no longer available to fit my 16 inch rims.

I eventually settled on a slightly over size 50 profile set of A1 list Michelin PS3's as again they were not available in the correct 45 profile. This slight change of profile appears to have made the ride feel a gnats softer than before but at my ability level they probably made little appreciable difference to my performance.

Next on the list of possible improvements is weight, there are certainly plenty of possibilities for shedding weight here and there, but the overall weight of the car and driver is factored into the handicap so not much advantage can be gained and on balance I'd rather have the radio and electric windows working as in essence Madge is still my daily driver, when I am not on ambulance duty.



I often do the 1st practice run with the spare tyre in the boot and boot rack on discarding each on successive runs , unless it is raining when I take the chance that the extra weight might be aiding Madge's traction.

Photo Courtesy Tony Smith



Despite my lack budget, for doing too much to improve Madges competitiveness, what I really enjoy, aside from the sheer thrill of opening Madge up to some of her potential that would be far too dangerous to sample on a public highway, is with each run to find a smoother and hopefully faster time than the previous one.



Photo Courtesy Tony Smith

Biggest lesson so far is that Madge does not like being ragged, I tried this approach on my final run at Llandow and ended up with a fluffed gear change coming out of Devils Elbow for the second time, I still managed a time 2.5 seconds quicker than my previous best, but was left feeling that the really seriously big fish, sub 110 secs, got away !

I did change the nylon bush on the bottom of the gearstick afterwards which has improved the gear selection but I suspect it is the engine mounting rubbers mentioned before that really need attention.

One thing I learned at Goodwood this year, even surprised myself with, and that I would like to apply more next year, is to put far less effort into each run.



By which I mean as the conditions got progressively worse my third run, when the heavens really opened, was my slowest. However my fourth run when the track was additionally slightly flooded and it was still bucketing down, was faster.



I remember that final run being incredibly relaxed, I had no expectations of improving on the third run time and was gentler with my inputs to the car, I accelerated more gingerly than before and applied the brakes earlier and steered more smoothly than hitherto and was amazed to find I was just under 10 effortless seconds quicker than the previous run !

Something going on with the inner game there.

Highlights of the fun so far include nipping the outside of the exit of Top S with my o/s/r tyre on my way to a sub 45 second time at Shelsley Walsh last year, that sublime last run in the rain at Goodwood this year and an ill advised hold my beer moment at Castle Combe when I tried to emulate Mike Wilds by not braking on the approach to Avon Rise and making it through Quarry in 4th to lower my PB around Castle Combe by 5 seconds !

On top of all that I have enjoyed some great fun with Dave and Liz Cooper and my Madge is still in one piece ! Can't wait for the 2022 season to get underway, many thanks to my fellow competitors and all those who's hard work volunteering made those events possible.

**Ralph Colmar**



**Madge has a new home**

## **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.**

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

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

**Get involved**

**Be close to the action**

**Meet Other Club Members**



## **BPMC Pin Badges**



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

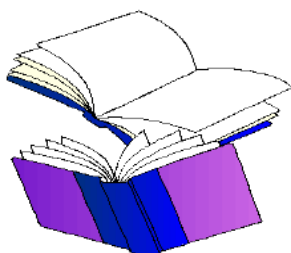
## **BPMC polo or sweatshirts**

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



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

## It's an uphill struggle....

### *Everybody out...*

What was that I mentioned about British Leyland? Of the 61 cars I can count as owned, I can only spot the MBG GT as a BL product. The '96 Jag XJS didn't really count as they were with Ford at that point and, another incidental fact, I have never owned a Ford.

So, I don't have any BL history and have only the journalists 'commentary from afar' with their sarcastic tabloid stories. But then, as a Fiat enthusiast, I am used to derogatory comments about build quality, though, I must say, the Fiats have been amongst the most trustworthy motors that I have had – and I am measuring that over 13 examples so it's a fair enough sample.

The Rangie had 'potential' left in it, which is another way of saying that there were several things that didn't work. We set too on it and, so far, the list reads successfully, starting with a rear hatch window now properly adjusted, which is a better solution than the salesman's 'they all need a hard slam you know.' The clock became a stopwatch – on and off randomly and, suspiciously, the 12V socket went down, so no Nav. And then the courtesy light...

Now I'm not Columbo, but even I suspected a common power feed or fuse problem. Anyway, much painful crawling about under the dash and behind the glove box with a multi-meter and torch eventually detected a broken fuse holder. A quick bodge, sorry repair, later and... 'ta da' ...sorted. We have power.





That left the 'bost' (falling into the spirit of it with authentic Brummie terminology) passenger door lock which proved a bit of a knuckle grazer. Off with the door cards and there it was – a proper 'someone fixed it for me' bodge of wire holding the lock control rod together. Nothing for it but to remove it and replace the cracked socket. It took a complete control rod to get one but, at 7 quid all in, I still can't complain.

I remember, back in 2010, trying to buy a spare dizzy cap for the Lambo Espada – finding one, but then passing on the idea at £260. At least the Rangie parts are cheap, even if you do need quite a lot of them.

Of course, we all know what 1970's door cards are like – soft, flaky chip board, stretched vinyl with sharp staples and plastic fixings still stuck in the door, having torn themselves out of the door card. It's all good fun and, at least, it gives you the chance to super glue your fingers together. Perhaps I could try gluing them to the M25 next? I hear its all the go these days.

Come July and I was relieved to find dry but overcast conditions for a road trip around the Cotswolds with the C.O. But with (unsubstantiated) threats of thunderstorms and a monsoon, I left the classics behind and took the Wing Commander and it was jolly pleasant. A sort of triangle round Broadway, Moreton in Marsh and Stow on the Wold was greatly enhanced by the sheer number of classic cars about – from a Morris 1000, an early 911 through quite a few Morgans to S1 and S3 E Types. But the prize for jaw dropping went to...a Bitter CD. It all happened so quickly that I forgot to take a picture. It looked so exotic in silver. I have seen a few at shows, but, I can't honestly ever remember seeing one drive down a road. It was superb.

I have no idea what the reg. was but I note that one went through Brightwell's in Bicester back in 2018 – could it have been the very car? Who knows?



Bringing up the rear – appropriately - was Nick's little bash at Dean Forest Railway at the end of July. I travelled with Owen in the Abarth 500, complete with newly refurbished alloys. Lloyd followed in the Exige.



The turnout was quite a surprise – to me anyway – and the setting just great. I went home dreaming of a 60's Yank and loved them all, especially this Plymouth.

More importantly, I was dreaming of the safe and speedy passage of the foot long breakfast bap. Cracking thing it was with double bacon, double sausage and double egg.

It was a Paramedic special with an extra helping of risk. Boy did I know I had sunk a foot long baguette...for a couple of hours anyway...

With restrictions lifted a little, we were able to look forward to the Silverstone Classic. Owen and I enjoyed hacking across the Cotswold B-roads in the Elan Sprint and Lloyd met us there in his Exige. It's all feeling quite normal, isn't it?



Dear readers, that brings 2021 to a close with this, the 71<sup>st</sup> edition of Uphill Struggle – more a testament to your reading stamina than my ability to write.

I send you all my very best wishes for a safe and, hopefully, motoring rich 2022.

Merry E5 Protection Grade supplies to all of you. May your Jerry cans over-floweth and your M25 junction be unblocked!



Last month's, ahem, tantalising rear end was.... a Viva HB Crayford Convertible spotted at the Silverstone Classic. Never seen one before, but it looked quite elegant. Billed as a 4-seater, clearly style was prioritised over function. But it was all the better for it. This one had also been beautifully restored. It was quite a sight.

***Jones the Speed***



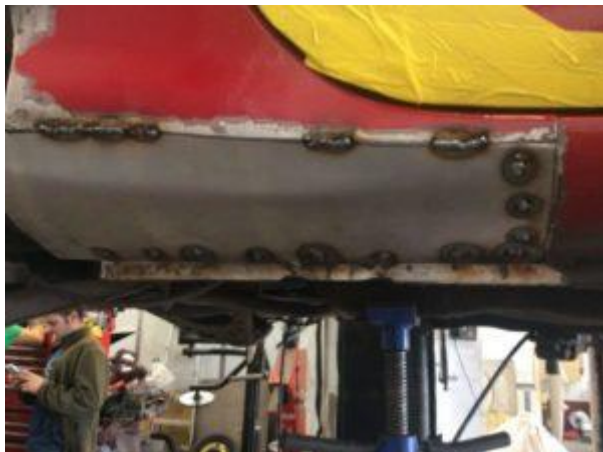
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# Bristol Pegasus Fantasy Formula One 2021

Bristol Pegasus Fantasy F1 - 2021						
Positions after Qatar GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Gasly	Verstappen	Ferrari	Red Bull	Ferrari	1431
Sam Thompson	Gasly	Verstappen	Ferrari	Red Bull	Alpha Tauri	1354
Dick Craddy	Räikkönen	Verstappen	Ferrari	Red Bull	Alpine	1279
Ben Bishop	Russell	Verstappen	Red Bull	Williams	Red Bull	1233
Ken Robson	Gasly	Verstappen	Alpha Tauri	Red Bull	McLaren	1226
Alyson Marsden	Gasly	Verstappen	Alpine	Red Bull	Alpine	1191
Joe Robson	Gasly	Leclerc	McLaren	Red Bull	McLaren	1173
David Garnett	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1164
Helen Davies	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1164
James Small	Tsunoda	Verstappen	Alpha Tauri	Red Bull	McLaren	1159
Simon Moss	Gasly	Verstappen	Alpine	Ferrari	Mercedes	1151
Tim Murray	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	1144
Abi Reynolds	Alonso	Verstappen	Alfa Romeo	Red Bull	Ferrari	1140
Mike Marsden	Ricciardo	Verstappen	Alpha Tauri	Red Bull	Williams	1127
Gary Tanner	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	1104
Katie Davies	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	1104
Mark Hoppe	Leclerc	Verstappen	Alfa Romeo	Ferrari	Mercedes	1100
Helena Sarsted	Ricciardo	Verstappen	Ferrari	McLaren	Alpine	1081
Chris Bennett	Räikkönen	Pérez	Alfa Romeo	Red Bull	Red Bull	1073
Martin Emsley	Sainz	Verstappen	McLaren	Williams	Mercedes	1051
Andrew Moss	Alonso	Norris	McLaren	Red Bull	Williams	1046
Dave Cooper	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	1041
Martin Baker	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	1041
Chris Thompson	Norris	Verstappen	Haas	McLaren	Red Bull	1038
Richard Reynolds	Verstappen	Vettel	Alpine	Ferrari	Ferrari	1038
Lisa Davies	Norris	Verstappen	Alpha Tauri	McLaren	McLaren	1009
Matthew Stevens	Ricciardo	Vettel	Red Bull	Williams	Red Bull	1003
Jamie Stevens	Pérez	Sainz	Alpha Tauri	McLaren	Mercedes	994
Laura Moss	Pérez	Russell	Red Bull	Aston Martin	McLaren	974
Jerry Irwin	Alonso	Russell	Ferrari	McLaren	Mercedes	962
Liz Ibrahim	Ricciardo	Verstappen	Aston Martin	Ferrari	McLaren	960
Donny Allen	Gasly	Räikkönen	Alfa Romeo	Mercedes	Red Bull	930
Lesley Hart	Gasly	Sainz	Alfa Romeo	Mercedes	McLaren	929
Bob Hart	Hamilton	Schumacher	Red Bull	Williams	Alfa Romeo	914

Mark Niblett	Norris	Pérez	McLaren	Williams	Mercedes	912
Charles Alexander	Alonso	Verstappen	Alpine	McLaren	Alpine	912
Sharon Reynolds	Räikkönen	Schumacher	Ferrari	Mercedes	Aston Martin	908
Jeff Oakley	Alonso	Leclerc	Ferrari	Aston Martin	Mercedes	897
Mal Allen	Räikkönen	Vettel	Alfa Romeo	Red Bull	Mercedes	889
Robert Bull	Norris	Pérez	Haas	McLaren	Mercedes	879
Matt Johnson	Ricciardo	Schumacher	Aston Martin	Red Bull	McLaren	873
Philip Turner	Ocon	Ricciardo	Aston Martin	Red Bull	Alpha Tauri	855
Richard Ibrahim	Gasly	Leclerc	Aston Martin	McLaren	Mercedes	852
Ralph Colmar	Norris	Russell	Mercedes	Williams	Alpine	842
Neil Lock	Bottas	Gasly	Alpine	McLaren	Ferrari	839
Mary Craddy	Räikkönen	Ricciardo	Alpha Tauri	Mercedes	Alpha Tauri	830
Merlyn Griffiths	Norris	Russell	Aston Martin	McLaren	Mercedes	777
Oliver Lock	Ocon	Stroll	Alpha Tauri	Mercedes	Williams	764
Anthony Reed	Pérez	Vettel	Alpine	Aston Martin	Red Bull	753
Alison Bennett	Ocon	Russell	Aston Martin	McLaren	Mercedes	704
Michael Griffiths	Norris	Stroll	Aston Martin	McLaren	McLaren	676

## Formula One Calendar 2021

Round	Grand Prix	Circuit	Race date
23	Abu Dhabi Grand Prix	Yas Marina Circuit, Abu Dhabi	12 December



Very sad to here of the passing of Frank Williams for whom Clay Regazzoni above won his teams first GP at Silverstone in 1979 above.



## **Notice of AGM Monday 13th December 2021**

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2021 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

The AGM will be a combined 2020 and 2021 AGM with the 2020 AGM being delayed by Covid.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 29th November 2021.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

“Enclosed with next month’s Backfire will be our unaudited statutory accounts for the year ended 31st October 2020 and 2021. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 13th December 2021.”

### **Nomination for Board of Directors**

Position	Name	Proposer
Position	Name	Proposer

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB**  
**BALANCE SHEET AS AT 31 OCTOBER 2021**

		Note	2021	2020
			£	£
<b><u>FIXED ASSETS</u></b>				
Tangible Assets		1	11486	11370
<b><u>CURRENT ASSETS</u></b>				
Stock for resale			591	680
Prepayments and Accrued Income			774	500
Investment Account			19120	19120
Cash at Bank and in Hand			13404	12085
			33890	32385
<b><u>CREDITORS</u></b>				
Amounts falling due within one year -				
Sundry			99	0
Accruals and Deferred Income			1560	1617
			1659	1617
<b><u>NET CURRENT ASSETS</u></b>			32230	30768
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>			43716	42138
<b><u>Represented by:</u></b>				
<b><u>CAPITAL AND RESERVES</u></b>				
Balance brought forward			32368	30835
Revaluation Reserve			9770	9770
Net Surplus/(Deficit) for the year			1578	1533
			43716	42138

I certify that this is a true copy of the balance sheet approved by the board.	
For the year ending 31st October 2021 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.	
The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.	
These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.	
Martin Baker Director	
5 November 2021	



## 2021 Events Calendar

Monday 13th December	AGM & Club Night	BAWA 8pm
Mon 27th December	Bank Holiday Autosolo	Brightside Aust

## 2022 Provisional Events Calendar

### Further Dates Coming Soon .....

Sunday 24th April	Cross Trophy Trial	Dundry
Saturday 25th June	Llandow Sprint	Llandow
Saturday 15th October	Pegasus Sprint	Castle Combe

**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**

## 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/>