

Backfire

Bristol Pegasus Motor Club Magazine



January 2021

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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



Happy New Year everyone. Well here we are again! The weeks just fly by even though there's not much going on motorsport wise. I'm still watching past events on YouTube and anything else I can find on the Internet.

I did discover some good news whilst browsing. Birmingham Wheels has been given a reprieve. Perhaps we can organise another trip later in the year?

Sadly I have been told another of our long standing members has passed away. Some of you may remember John Marshal racing his Lotus 6 at the Pegasus Sprint. There will be more memories of his many achievements here in Backfire.

Terry Clarke in his Cummings Rapier takes me for a spin at the Autumn Classic - awesome



Nick Wood

Editorial

I hope everyone managed to find some cheer over the season of goodwill, I was called out on New Years eve and celebrated the new decade on a foggy westbound M4 as the bell of Big Ben chimed by flashing my headlights at a solitary vehicle on the eastbound side, they flashed back and that was it New Decade celebration with a complete stranger over in a flash.

Looks like the pandemic is going to require a little more resilience from us before things get back to normal.

With a little luck we might get our season with the Cross Trophy in March, meantime little we can do but polish and fettle our cars in preparation for better times ahead.

Madges preparations have come to a stop while I try to source a complete new O/S/R wing which unfortunately are currently unavailable in the UK at the moment. It became apparent the usual arch and sill repair panels are not going to be big enough to cover a previously bodged repair to the wing.

While I am waiting for the part I am preparing a presentation for the clubs first Microsoft Teams club night, see details in the Events Calendar.

It has become apparent some of you may have had trouble getting in touch with me using the Backfire e-mail address thanks to Richard Reynolds this issue should now be permanently resolved apologies for any inconvenience.

Many thanks to this month's contributors, Phil Jones, Mike Kason, Andy Moss, Ken Robson and Nick Wood.

Wishing you all a healthy lockdown.



Ralph Colmar

Events Calendar

Virtual Club Meeting February 8th - Ralph Colmar Talk

Ralph Colmar will be giving a talk on his John O Groats to Lands End drive last summer on February 8th. The meeting will be hosted on Microsoft Teams - you can join using the Teams app on your mobile or on your computer.

You can join on your computer or mobile app

[Click here to join the meeting](#)



All further physical club meetings including our AGM and annual Christmas Autosolo are postponed until further notice.

Our 2021 dates are shown on the rear cover of this month's Backfire.

At present due to Covid we are not planning to run any winter club nights.

We look forward to next year and hope 2021 will return to a full calendar of events.

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 bbbishop132A@hotmail.com

It's an uphill struggle

The Phoenix has risen...

Well sort of. There is a bit of poetic licence going on 'ere as the title suggests that there has been some return from the brink. The last one 'on the brink' was the Fiat 124 Sport Coupe. It was quick – nought to the scrap yard in a few days.

But no sooner had the parts sold and the scrap note received than I was casually – and discretely I might add – browsing CarAndClassic with the left eye on what was for sale and the right eye on the eligible list for Monte.

I had a near miss with a 124 Spider project at DTR – a US import '73 with chrome bumpers and a 1756cc twin cam. But every time I said the numbers 1...2...4 a little shudder went down my spine. Memories of trawling eBay Italia looking for body sections for the Coupe terrorised me. No, this time I had to make it simpler and stick with a car that had a decent parts supply.

I did my best to like an MGBGT V8 – they do sound brilliant and, to be fair, my old rubber bumper GT was quite enjoyable in a sort of 'old sagging sofa' sort of way. It was friendly and comforting. Try as I might though, I couldn't bring myself to spend money on one. Nor a GT6, that would not be much roomier than my Elan and just as low. I suspected it might catch its low hanging dangly bits on something rough. Brings a tear to my eye just thinking about it.

A Porsche 911 is too expensive and, anyway, so many turn up and I like to be different – some even say odd. So, unconventional as it might sound, I ended up looking for a Merc R107 350SL. Some of you will have just tipped your tea.

I like old Mercs so, rallying or not, I would be happy to have another. It's the right era (70's), tax free, you can get parts for it, its rear drive, it's got a bit of poke and that V8 makes a cracking noise. With a hard top on it's a dry coupe, it's got a bit of space in the rear for all the 'stuff', it's got the best seats in the business (if you have a harness to stop you falling off them), it can take a right old pounding and its one of the few Mercs with a proper handbrake instead of an umbrella.

The only downsides I could see were that many are rotten as a pear (especially the bulkheads), they are expensive if they go wrong (but generally they don't) and they are automatic – and a slushy 3 speed box at that. Could I manage to peddle it with the auto? Well, it was a downside but, as I had found so many good points and every car has a downside, I thought 'to hell with it, why not'

Two weeks of searching ensued and, on most days, there were 12 -14 RHD for sale and I narrowed it down to a car with a hard top.

Age didn't really matter, they were around from 1972 to 1980, after which the 380 took over and introduced an alloy block (nice) and a single row timing chain (not

nice). I was more than happy with the old iron block 3.5 litre. Later than 1976 seems to bring (slightly) better steel and rust proofing but they were not Galvanised until 1986 with the facelift and that was too new for me and too expensive. It's very unusual for a facelift car to be worth much more than the original but, in the case of the R107, it seems the Galv body, the later, lighter, motors and 4 speed autos seal the deal for most people.

I homed in on a couple of 350 autos in nice condition and was getting ready to pounce. And then one evening, supping away on a cuppa, I searched 1970's Mercs rather than 107 SLs specifically. Up comes an example that had missed the normal '350SL' tag – I have no idea why. It was silver, 1979, mid-price band, had a hardtop, not many owners and only 52K on the clock. But what really stood out was that this was a ...manual. First one I had seen. I hadn't even realised that there were manual V8s. German Mustang for goodness sake! I have since bought a fabulous guide recommended by the MB Club and indeed the 4 speed is rare, especially in RHD but it's a decent Getrag box.



I was onto it in a jiffy and after several discussions with a dealer and the seller, after many pics, videos and walk rounds, we sealed the deal.

It was in Scotland, so no hope of me getting up there. But I knew of the dealer and when I Googled the owner, he was also 'known', so I was comfortable. It arrived a week later.

It's a tense time when you add an old car to the stable – there is no such thing as a fully sorted classic for sale, just as there is no such thing as a used race car 'on the button and ready to compete'. They all need something.

The all- important manual gear shift...

This one needs a bit of paint on the arches, some general fettling but, overall, it's very good. Incredible history file.

Owen and I took it for a short run with some fresh V Power and a bit of jollop in the tank and it drove perfectly. Sounded and felt a bit like a properly sorted, less edgy, Gordon Keeble. Lovely V8, half US muscle car and half 'Euro sophisticate.

So, we are back in the garage crawling over it with workshop manuals and cups of tea. Not sure how long it's going to take to get it sorted but, however long, we will enjoy it.



Funny kind of Phoenix I know but it takes all sorts....

Happy New Year to everyone via this 61st edition of 'It's an uphill struggle'...



Jones The Speed

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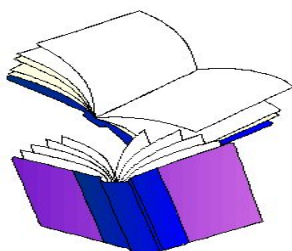
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Club Facebook Group - This Month

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



- Photos of Club events from the 90s
- Cross Trophy trial and ASWMC championship
- Duncan's Chevey Cheetah
- Historic MG and Garage postcard from Ann Farrow
- Mexico Champion - David da Costa
- Trailer Insurance
- The Exeter Trial 10 years ago
- A Porsche 356 streamliner
- An MG PA from Bristol in Holland
- A modified MR2 for sale

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



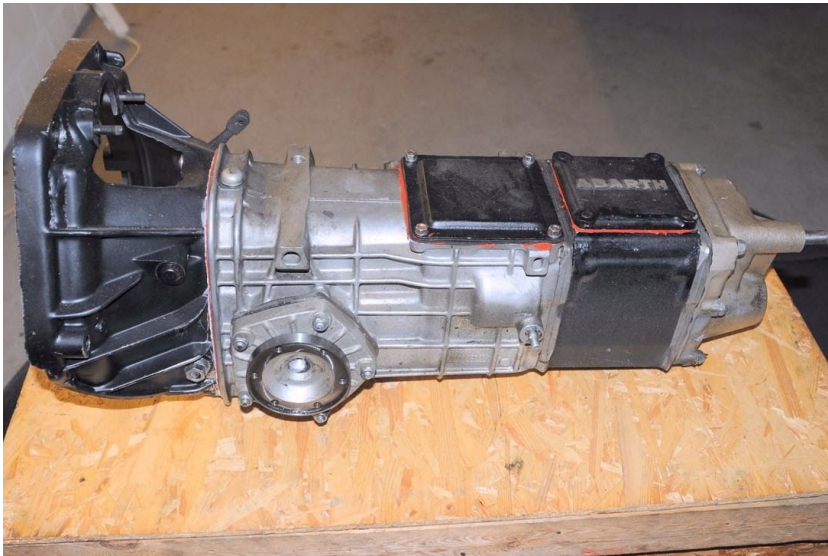
For 2020 Motorsport UK is introducing the requirement for all competitors to hold a new RS Clubman licence as a minimum, which will be free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying,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

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

2020, it started so well

New Years day started the year so well, with the family, about 20 plus people, with many plans for the year. I had had some problems during 2019 like totally damaging my Abarth's engine at the Vernasca Silver Flag, a liner had dropped in my FIA engine and it overheated so much that when I returned to the paddock, there was water coming out of the exhaust. But on the positive side, I had bought an original Collotti Abarth 5-speed box from Germany and was looking forward to have it fitted to my car and with the new to me 130hp Gas 39 built Abarth 998cc engine on fuel injection, what isn't there to look forward to!



At the end of January, the car was booked into Middle Barton Garage for the work to be done. Things I hadn't thought about were issues like how to fit a new fuel system with multiple returns and the hot water exit of the engine being at the back of the head instead of the front. I also had Middle Barton Garage rebuild my old engine for its new owner. The engine swap was going to be an almost cost

neutral job, so made sense but more importantly an increase of 30% more power and a new gearbox able to handle it. I also had a new exhaust system made by Fusion Fabrications, with a legal silencer for the UK and with a megaphone for Europe, happy times.

In early March the car was ready and I booked in at Llandow for a test that went better than I had hoped for.

Then came the shutdown.....

Firstly, the GRRRC Members Meeting was cancelled, I had my 1962 Vignale booked on display for the event. Then things got no better, I was entered for a number of events that were eventually all cancelled including the GRRRC Sprint, The Vernasca Silver Flag in Italy, The Abarth track Day also in Italy and the Brighton Speed Trials. As my wife is Italian, we usually spend a lot of the summer there but this was not possible this year so it was a new and enjoyable experience to see the summer in the UK.

I did have some very good news in October that we were going to be Grandparents for the first



time, due date March. The downside of this was I had to pull out of the BPMC Pegasus Sprint and the club dinner, purely for family safety reasons, I thank the club officials especially Andy and Nick for their kind understanding.

Then between lockdowns. My son Mark and his partner Nina managed to squeeze in getting married on Friday 18th December with 11 guests to witness the event. Unfortunately, the reception had to be cancelled but we managed to have a tailgate party in the car park, self-distancing of course, with prosecco and cutting the wedding cake, the reception will happen during 2021 some time.



One more thing came to bite us, on Christmas day half way through lunch, my son got a message that he had to self-isolate for 7 days as he had been in contact with someone who had Covid. That was our Christmas lunch over. Just a sign of the times we now live in.

To you all, I wish you a very happy 2021 and that things go back to as

near to normality as possible. I received my new Motorsport UK licence before Christmas and am looking forward to doing as many events as possible.

Mike Kason

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High Performance by Peter Grimsdale



Christmas books from members of one's family who have made a stab at what might interest one can be a notoriously hit and miss affair, though books on cars like Peter Grimsdale's *High Performance* given to me by my father are usually more than welcome.

High Performance covers some well trodden ground on the global dominance of the post WW2 British sports and racing car industry and the fall of the former.

This is a ripping yarn about the likes Jaguar with its XK engine designed by employees on air raid watch, Cooper who became experts on rear engined racing cars due to the practicalities of fitting 500cc chain driven power trains thanks to our forefathers, at the Bristol Aeroplane Motor Club, who's vision of a 500cc Formula for racing cars gave Cooper an arena in which to shine.

Also covered are the trials and tribulations of Austin who eventually hit a sweet spot when Donald Healey found a use for the surplus stock of straight sixes optimistically over produced for the Austin A90 Atlantic fiasco and of course MG who's success in America was sealed with the updated prewar design known as the TC, after a Californian ex airman went looking for a British banking heir in Louisiana ostensibly to secure a supply of motorbikes but ended up taking six TC's home which he sold in a week.

There are chapters on Colin Chapman's rise from the shady Warren Street second hand motor trade along with the emergence of drivers Stirling Moss, Mike Hawthorn and Jim Clark, and the merging of interests of John Cooper and his sprinting sparing friend Alec Issigonis which gave rise to the Monte Carlo rallying Legend the Mini Cooper.

Peter has an extremely fluid writing style that is disarmingly easy to read, I finished it cover to cover in the space of the festive week.

Ralph Colmar

Bristol Pegasus Fantasy F1 - 2020

Final Positions

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	964
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	961
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	960
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	929
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	915
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	886
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	880
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	876
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	858
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	853
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	840
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	838
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	832
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	822
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	821
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	814
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	810
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	796
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	796
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	796
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	780
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	770
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	740
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	708
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	676
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	665
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	643
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	533
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	488
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	480
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	338

Tim Murray

Fantasy F1 – Review 2020

Congratulations to the 2020 Champion

SIMON MOSS

WOW! what an end to the BPMC Fantasy F1 Championship with a last lap overtake by Simon Moss to take the win. A Verstappen win with Mercedes 2nd & 3rd and Albon 4th in the last race of the season, gave a perfect collection of points for Simon to snatch the Championship away from Alyson Marsden in the last race.

Only 4 points separate the podium and the final standings are: -

- | | |
|--------------------------|-------------------|
| 1. Simon Moss | 964 Points |
| 2. Alyson Marsden | 961 Points |
| 3. Sam Thompson | 960 Points |

A truly remarkable finish to the BPMC Fantasy F1 Championship in a pretty much unremarkable F1 season. From highlighted participants in previous reports we can now review where everyone has finished.

Selected Participants

With Joe Robson (my B team) disqualified it means that Sam, Tom & Chris Thompson finished 3rd, 4th & 5th. I wonder if next year they can have a clean sweep of the podium with 1st, 2nd & 3rd? Or could that be 1, 2, 3, 4 if the gentlemen in the family share their knowledge with Coralie next year? Ralph Colmar finished in the Top 10 with 9th after last year's woeful performance, so a better result for Ralph but still room for improvement.

Of course, no final report would be complete without a bit of ribbing to the winner of the wooden spoon, in this case Andy Moss. Especially as his son has won the 2020 Championship and will hold the highly desirable trophy for at least 12 months. I would love to be a fly on the wall over dinner when the topic is discussed, especially once Simon has the glorious BPMC Fantasy F1 trophy in his hands!

On To 2021

With the F1 regulation changes postponed until 2022 due to Covid-19, we may see less of a performance difference between the cars. But being F1, don't count on it. Certainly, Red Bull have closed the gap to Mercedes throughout the season. McLaren emerged to be the best of the rest, but with Mercedes power next year it may bring the famous name back to the podium on a regular basis. Ferrari continue to disappoint and whether we will see improvements next year is as always, a great unknown.

One factor as always in F1 is money. The financial world that emerges from Covid-19 will be very different to the one before it. Williams have new owners, McLaren have sold a third of their business to raise money and HAAS have had to hire drivers that bring substantial funding with them for 2021. Those teams without a Billionaire owner or full manufacturers financial support, will feel the pinch as sponsorship money becomes harder to come by.

So we now have a 3 month break in F1 until March 2021 when the world will hopefully have the Covid-19 pandemic under better control. In the meantime let's enjoy the things that mean the most to us with our loved ones and may I take this opportunity to wish you all a very Merry Christmas and Happy New Year.

Ken Robson



40 years ago after winning the 1980 Formula 2 championship with Brian Henton and a Brian Hart engine Toleman took the ambitious step of entering Formula One from their premises at Enstone. Pictured above Brian Henton narrowly failed to qualify for the 1981 British GP at Silverstone in the Turbo Hart powered TG181. Since then the Enstone team has been rebranded as constructors championship winning Benetton, two time constructors championship winning Renault, twice and race winning Lotus in between. For 2021 with drivers Fernando Alonso and Esteban Ocon the branding of team Enstone will switch from Renault to Alpine, who's name appeared on the cam covers of the original Renault Turbo V6's in 1977.

Club Trophies

We were thrilled to receive some photos from Audrey King of some club trophies that her late husband, Tom, won for competing in club events. Made of Bakelite the awards date between 1958 and 1960. The trophies featuring our original Bristol Aeroplane Company Motor Club (BACMC) name include one for the Cross Trophy Trial which we are still proud to run to this day.

Audrey remembers how much they enjoyed club activities and wrote how pleased she is to see the club is still going strong.



Backfire Bits

With all the optimism of vaccines before Christmas it is disappointing to find ourselves once again in a lockdown. Hopefully the promise of the vaccines will turn into reality soon and we can really begin to put Covid and 2020 behind us. I am lucky (or unlucky) to still be going to work most of the time - it is good to get out of the house and it pays the bills, but it would be so much nicer if things could get back to normal.

It is clear that we are unlikely to be able to run any motorsport or social events in the short term - at present Motorsport UK have no plans to issue permits for events before March.

We will of course be doing our best to keep club activities ticking over - like many organisations we moved to online committee meetings. In many ways this has worked very well - it may be something we use at least some of the time even after Covid. We have also used the same approach for much of our event planning - The Pegasus Sprint was planned very successfully using video calls and we have started planning Llandow this way. We are hoping to expand this to hold a virtual club night for the wider membership - more details elsewhere in Backfire. If you have not done so already I would encourage you to join our facebook group - a good way of keeping in touch with fellow members.

Last month I mentioned my Rover 2000 was having some mechanical work done. So far the engine and box have come out. The auto gearbox has now returned from being completely rebuilt. The engine has been stripped down and the block has been to the machine shop. It is currently being re-assembled with new pistons and bearings.

The brake servo has also been reconditioned and the master cylinder replaced. One of the front calipers was binding a little so the plan is to sort those. The rear inboard disks and calipers were replaced a couple of years ago that should leave me with a braking system in good condition.

Once it all gets back together I am hoping the budget may stretch to replacing the rear springs which are a little bit saggy after 50 years. By then we might have made it to Spring and with any luck I might be able to bring it along to a club breakfast meet - fingers crossed.

Andy Moss



Obituary : John Fred Marshall



John in his Lotus 6 at Dyrham Park - Photo thanks to Allen Harris

We are sorry to report the death of long time club member John Fred Marshall.

John passed away surrounded by family on Christmas Eve aged 87, following a brief fight with Cancer. He was always known as John Fred to friends and family.

John lived in Kingsdown with his second wife, Judith, who he pre-deceased. They were married for 40 years. John & Judith lived in a 18th century Georgian house in Kingsdown Parade in Bristol - their parties were legendary, particularly when Gerry Bath was there with his jazz band!

They had three children, two daughters Kate & Caroline, and a son Charlie, as well as being blessed with grandchildren. John was Phil Rumney's cousin, their mothers were sisters.

His early competition activities included racing in a Healey Silverstone. He also had a Buckler trials car which had special bodywork made by a specialist based in Nailsworth. He then shared ownership of a 'Gull wing' Marcos that was comprehensively destroyed by the co-owner at Brands Hatch. A second Ford engined Marcos followed. 'A lovely looking car' which was also used for racing.

Club members will remember John best driving a Lotus 6 - he actually owned two 6's. They were Ford engined. Initially side valved but sometimes fitted with an OHV Willment conversion. Side inlet and overhead exhaust. They were also sometimes supercharged. It is understood that Gerry Bath maintained John's cars. John organised a team of Lotus Mark Sixes for the 750MC 6 Hour Relay race one year, and they won.

John Page drove one of the Lotus 6's at Castle Combe and commented that "while they were not fast, the road holding and cornering ability was notable". He recalled cornering a Mini Cooper at Quarry corner!

John was the co-owner of Gardiner Marshall Engineering who manufactured portable Generator and Pump sets.



Amongst his other engineering projects, he had an interest in rigid sailed sailing boats. He also designed and hired out a 'Rain making' device that was used in the production of films and TV programme dramas which he operated 'on site'.

John owned a vineyard in North Somerset and produced his own wine. It was called the Cambarn Vineyard on the Camerton branch of the abandoned Bristol and North Somerset

Railway line, this line was used for the filming of the well-known "Titfield Thunderbolt" film.

The club were very fortunate to visit the vineyard where we held barbecues at the end of Sunday morning Treasure Hunts. John always made us all very welcome when we descended upon him en-mass, at the end of these events. We visited several times between 1988 and 1993. John even created the club's own english wine - an (empty) bottle of which still exists.

In the not too distant past John also owned an Elan Plus 2 and more recently (as compensation when he stopped competing) a "modern" front wheel drive Elan that was very nice!

Mike Marsden, made an appropriate comment that his passing, along with that of Gerry Bath is the end of an era. Mike also recalled acting as a mechanic on one occasion at Silverstone for John and Gerry Bath, when Gerry had hurt his back - "It was a hoot. The car and driver may not have been the quickest, but it was clear that no-one was having as much fun as John Fred and Gerry".

Our thoughts are with his family and many friends.

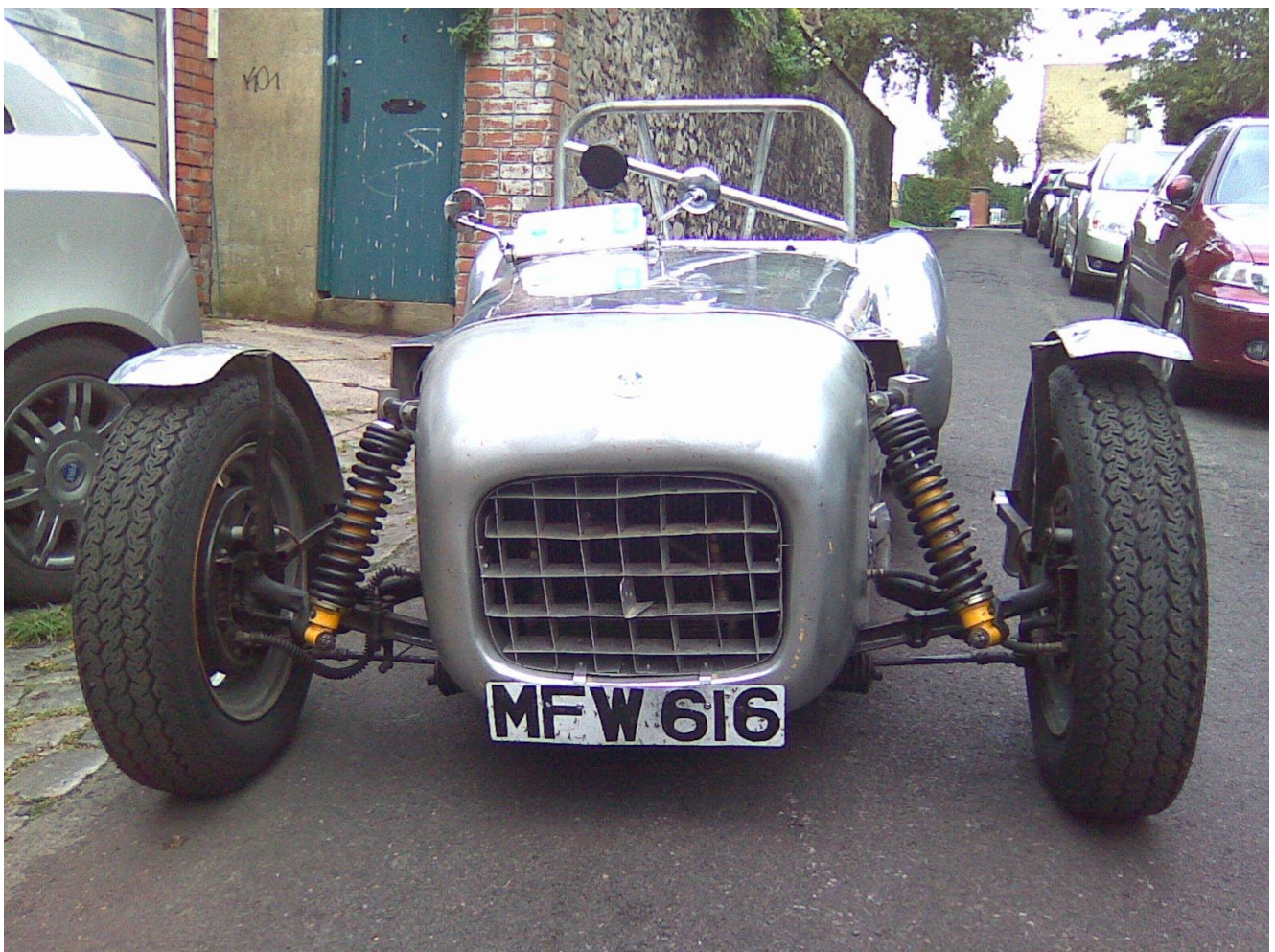
Right : Club English Table Wine - Photo Pete Stowe





John Marshall in his Ford side valve Lotus 6 at Castle Combe

Many thanks to Dick Craddy, Phil Rumney, Pete Stowe, John Page, Mike Marsden and Allen Harris for their memories of John and their help in preparing this piece.



John's MkVI, one of the most decorated of the type, awaiting an MOT in 2008.

2021 Events Calendar

Sun 14th March	Spring AutoSolo	Brightside Aust
Sun 18th April	Cross Trophy Car Trial	Dundry
Sun 25th April	Breakfast Meet	
Mon 3rd May	Spring Treasure Hunt	TBA 7pm
Sat 8th May	Llandow Sprint	Llandow
Sun 30th May	Breakfast Meet	
Sun 6th June	ACE Classic Tour	
Sun 27th June	Breakfast Meet	
Mon 11th July	Evening Car Tour	7pm TBA
Sun 18th July	Summer AutoSolo	
Sun 25th July	Breakfast Meet	
Sat 21st August	Track Day	Castle Combe
Sun 29th August	Breakfast Meet	
Mon 13th September	Club Night	BAWA
Sun 26th September	Breakfast Meet followed by Treasure Hunt and Sunday Lunch	
Mon 11th October	Club Night	BAWA
Sat 16th October	Pegasus Sprint	Castle Combe
Sun 31st October	Breakfast Meet	
Mon 8th November	Club Night	BAWA
Monday 13th December	AGM & Club Night	BAWA 8pm
Mon 27th December	Bank Holiday Autosolo	Brightside Aust

Belated Happy Birthday



to long standing Club Secretary and regular winner of the Club Marshalls Cup Tim Murray who entered the final year of his seventh decade on Wednesday January 13th, seen above left next to club Chairman Nick Wood.