

Backfire

Bristol Pegasus Motor Club Magazine



Alan Spencer and June Seville take their Ted for a walk



July 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



Hello to all club members,

We've finally got some good news guys. The Pegasus Sprint will be running on the 17th Oct. It will be in a slightly different format in order to comply with the government guidelines. If you are available to marshal, please do get in touch. We will also be celebrating our 75th anniversary on this date with a special parade at lunchtime and a get together in the evening at the Compass Inn. Further details to come.

By the time you've received your copy of Backfire I will have marshalled my first motorsport event this year. I'm sure it will be a bit strange in many ways, but it will be so good to get my petrol fix at a real circuit instead of watching it on TV.

Below picture is of the Joey Dunlop memorial in Ballymoney, taken last May when we went to watch NW200.



Nick Wood

PS Good Luck Ralph on your first hill-climb at Shelsley Walsh

Editorial

After a month back at work things seem to be settling down, unfortunately Dark Star my company Black Vito has been replaced by a black Sangyong Korando nowhere near as nice to drive but it does have the full monty in stripes blues and twos so mustn't grumble, it appears to be Euro 6 compliant without adblue.

Preparations are well in hand for my first hill climb at Shelsley Walsh on the 26th, Peter Connew, designer of the eponymous Connew Cosworth PC1, kindly offered to make a timing strut for me using his new laser printer, an offer that was hard to turn down and I must say I was most impressed with the result.

Madge should look quite a sight when I rock up at Shelsley two wheels on the boot and a large plastic box on the passenger seat with my overalls helmet and and assorted paraphernalia, the joys of motorsport sans trailer, glad I am not trying this in a Caterham or Westfield where would one fit everything in ?

If I am well prepared I'll try and get along to Castle Combe the day before to lend a hand marshalling at the Dick Mayo event.

At the last but one committee meeting Ben Bishop offered to try and make a short video to celebrate the clubs his 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

My thanks to Dave Cooper, Phil Jones, Mike Kason, Andy Moss 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

Ben Bishop is organising a car run to replace the planned Treasure Hunt and evening car tour. The plan is to make this a safe event where we can get out and enjoy a run in our cars. More details next month.



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.

Pegasus Sprint - Marshalls Wanted

On Saturday October 17th the club will be running the Pegasus Sprint at Castle Combe and celebrating our 75th Anniversary, marshalls 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

Ready, steady, stop...

The recent, probably most significant, challenge to all of us in more than a generation led to all sorts of strange outcomes.

I guess there are more than 400 of us in this wonderful club and, when you count partners, family, work mates, friends and acquaintances there will be many harrowing tales. I only hope that no one was too badly affected.

For me, the first sign of trouble came via work. I have a team that sits in over 20 countries so, if something's going on, I tend to hear about it. First the factory in China got hit and they had to close and work from home. Then the service engineers all over the world started getting all sorts of restrictions when trying to travel within and between countries. By early Feb, I became the Coronavirus Travel Desk. Not 10 minutes went by without something like... 'Dear Phil, I need to do an install in Kazakhstan, am I allowed to go?'.

Cue trawling Govt. web sites, Foreign Office updates, travel centre advice, Health Services guidelines followed by sleepless nights worrying about the prospect of one of the team getting stranded somewhere because they had been on the 'wrong plane' or in the 'wrong hotel' at the wrong time. Then its separation from families, quarantine and they end up catching it because they are in quarantine with someone who does have it. It's a circle.

My mates got hit too. Nef had just retired at the end of December and had planned the trip of a lifetime to Vietnam, Cambodia and, well, everywhere. Of course he immediately got stuck and was lucky to get back safe and well. Ian, he of the 3 piston, 2 cylinder Fiat 500 fame, had a bad dose for over two weeks. I recall him texting me from Paris early in March. I was thinking... 'what the hell is doing out there now?'



Flashback...Goodwood Revival 2017 highs and lows...and the 'wheel off' saga

Nothing much troubles Ian – which is why we ended up on 3 wheels at Goodwood of course – but his observation that “the French seem to have even less soap available than normal” proved prophetic and down he went like a sack of spuds.

Another mate, Paul-The-POST (he is a postman in West Wales and the ‘o’ is pronounced short like it would be in ‘Pop’) got hit as his wife is a hospital Sister so she delivered the virus back home with great efficiency. From an early edition of this column, you may recall that he spent his early years bemused as to why his Austin Maxi ‘double bed’ feature had failed to prove the ultimate bird puller. I remember providing the answer...

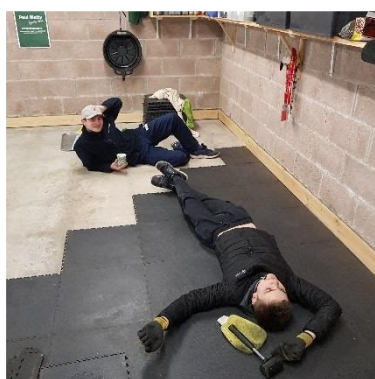
“POST, for goodness sake, it’s not the double bed that’s putting them off. It’s a 1500, in Harvest Gold with brown vinyl. And... it’s got a full width Valvoline sticker across the boot. What do you expect?”



VALVOLINE

Any car enthusiast would see the natural link between these two ...

Anyway, Feb turned to March and I was also grounded and...so were the cars. As we couldn’t go anywhere I took to providing ‘essential shopping transport’ to the C.O, rotating the Jeep SRT, Fiat Punto, C63 Black Series (that looked a bit over the top in Sainsbury’s), CL420 and the Elan Sprint. Sadly the Marcos and the Abarth just sat there waiting for their time and so did the little Fiat 500 which was stuck up in the roof on a ramp. Nice floor pans though for ’72 Fiat though...



Non-stop ‘jobs’...roll on being allowed back out

In work we pondered what life would be like post virus. We can all long for a ‘return to normal’ but the reality is that some of things that we considered normal were in

fact very inefficient – too much travel, too much time wasted and too much money spent. So we envisioned a new normal. But what about private life?

One of things I noticed was that I walked more – usually, if I have a break during the day, I prefer to hop in a car and go and get a cheeky latte but of course that was out of the question. So the C.O. and I walked miles round and round the village. She said she felt a better man for it...

With no 'going out for a meal', there was more focus on making great meals at home. I do relish a spot of cooking so I have to say I have enjoyed that part of solitary confinement.

What about the cars and the events? As Prescott, Llandow and then Goodwood got cancelled it really hit home that these are the things that keep me going.

I did have a bit of a Reginald Perrin / clothes-on-the-beach moment one evening and considered selling all the fleet and then focussing on just one – to make life simpler. But that quickly evaporated as I went through all the places I would miss going to and all the people I chat to about the beloved cars. And anyway, I would be retired by the time I had worked out 'the one'.

No amount of YouTube and magazines can replace the feeling of being in one of the toys. A quick 'essential transportation' activity to Sainsbury's in the Elan Sprint confirmed it. You don't really need to heel and toe into every roundabout and junction, but when you are sat in an Elan, you do anyway.

I shall definitely try to moderate things a little, but this crisis has not changed my love of old cars, nor, sadly, has it made me any more decisive. I may not have caught 'it' (yet) but I certainly do have Car-Owner-Virus.

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.

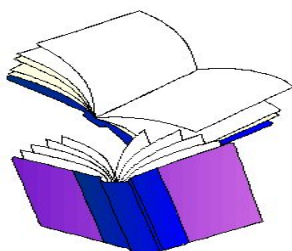
BPMC polo or sweatshirts

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.

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

X2s Sportscar project

Tub and Rear Wing work

In my usual fashion, I like to have a number of different facets of the build going on at the same time. This is sometimes because I'm waiting for supplies, learning a new skill or, just to provide some variety in otherwise mundane tasks.

A new Arc /Tig welder, plus safety equipment, arrived from Toolstation – so there was a new skill to be learned right there and it has since spawned work on a welding table with folding legs (space is rather at a premium in my little set-up). The bare extremities of the carbon-aluminium honeycomb tub already existed, but there was now the internal fitting out of the panels to be tackled. Sometime ago, I had started work on the rear wing elements and had made some of the parts. However, there were no detail drawings I could find of the original intended construction, except for wing cross-sections, card templates, wing-flap geometry and tables of camber co-ordinates.

I decided to make a start by trial fitting the driver's seat back and leg supports. These needed machining and filing to form the required chamfers and corner radii. Ditto on the passenger side except that the 'equipment bays' for fire extinguisher, battery and "Accusump" units were already done. After this, I had a very fine layer of carbon dust all over my shelves and bench tools! The composite suppliers I was using advised that the resin system we originally used for the tub exterior was now considered to be somewhat toxic - whilst at the mixing stage - so they advised changing to a later and 'more green' version. (Yet another learning curve...). Whilst fitting out the pedal area I decided to make an extension to the brake pedal. This now resembles that found on an automatic, but, on a smaller scale, the advantage is that I should be able to steady the car on entry to very quick bends with the left foot, bed in new pads and other trickery yet to be discovered...

In order to try out drivers of different sizes, I mocked up a steering wheel together with a dummy column and, fitted the brake /clutch pedal assemblies (see cockpit photos). So far, it looks like a range of 5'4" to 6'0" is a possible size range. A mock-up of string and sponges behind the pedals allowed a reasonable simulation of them in action. Later on, I will fit some proper master cylinders to give more realistic pedal pressures.



Cockpit



Pedal Simulator



Pedal Check



Rear Wing Construction

And so, on to the rear wing elements...by now, I was starting to remember the original design and, with the help of the wind tunnel model's scale measurements, I made a kit of parts for the two main wings and the associated upper wing flap. Each element is made up of two spars and a number of ribs (a bit like a model aeroplane wing). The spars themselves are made of aluminium tubing of various diameters so that 'inners' are a close fit with 'outers' and are then epoxied in place with a generous overlap. One photo shows the flap on the bench during construction.

The intention from here on in is to fill the void between the ribs with an expanding, structural, foam. This will then be cut and sanded to final shape. Each element will then be 'wrapped' in carbon-fibre twill (cloth) to achieve its final strength and finish. That's the plan – of course, I'm sure there will have to be many test pieces and experiments with different materials before I'm happy with the final result.

Club Facebook Group - This Month

Interesting posts on the club Facebook group this month have included :-

- Mark Elvins new Lotus Elan M100
- 3D printing parts
- Ralph's Hill Climb Preparations for Shelsley Walsh
- Rover BRM turbine car at Le Mans
- Joseph's ST150 Fiesta
- An appeal to help a disabled marshal
- Fantasy F1 result updates
- A new members Discovery



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 license 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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Three Weeks In Italy

Dallara Museum



'75 Dallara Icsunonove Group 5



'77 Wolf Dallara WD1 Can Am



'80 Lancia Beta Montecarlo Turbo Group 5



'85 Lancia LC2 Group C



'11 Dallara Honda IR05 Indy Car



'19 Cadillac DPI-V.R / Dallara P217

Photo's Mike Kason

Part 3 24th edition of the. Vernasca Silver Flag



Friday 21st June, the track day. An early start as signing on was between 8 & 9am with the first of the 4 groups starting at 9.30. It was hot, the track temperature was 62 degrees and the air temperature was 33 degrees. Inside the closed cars and I can confirm this by experience, the temperature was like a sauna at around 47 degrees, with race suits and helmets you came out of the car very wet. The Varano circuit is a professional track

used by Dallara as their test track and by Maserati as a driving academy. There are some nice straights where you can open the car up and technical elements with S bends and long curves.

There were 50 odd cars signed on including 11 600 based Abarths, Abarth 1000 Sp's, Zagato's, 2 Ltr Sp's, a Lancia Delta some other Sp's including an interesting Luccini and 8 Formula Abarth cars. For me, the most amazing car was Michael Fayle's Abarth 1000tc with one of his magic engines on fuel injection that was noisy and very fast, but perhaps I'm a bit biased. The day ended with a little party hosted by the promoters with a special cake and Procecco. I will see many of the participants next week at the famous Vernasca Silver Flag. For now a quick drive home and a good shower!

Thursday 26th June. Today I visited Pietro Bisselli's garage in Piacenza for him to finish the steering box change as a new control arm needed to be fitted. Back at the house by 11.30 and straight off to Castell to help other CPAE volunteers at the site. All the electricity cables and junction boxes were put in place, the street banners and control signs put up and professional marquee companies put up marquees for some of the sponsors, TAG Heuer, Fiat Chrysler heritage and Porsche. The only other temporary structure erected was the organisers hut. Not too stressful then but the air temperature was 35 degrees and the road temperature was going on 62 degrees. I must have drunk over 2 litres of water, it was needed. Tomorrow is the big set up day and with temperatures expected to hit 40 degrees it will be a hard day. We gather at 07.30 and start at 08.00 after a good espresso. After tomorrow it will look like a racing event's paddock.

Thursday 27th June, today is a heatwave, the air temperature is 40 degC and the car park temperature by 10am was 68 degC. In that heat we strung up ropes to hang banners and flags and then actually hang the banners and country flags. At the same time keep the car park traffic under control as we had to mark and number over 220 pit bays in white paint. This all started at 08.00 after a quick coffee and was completed by 16.30. A few guys also had to go to Vernasca to put some signage up including the Finnish line funnily by the cemetery in Vernasca. (funny in my mind but I guess a bit morbid, bad sense of humour!) It all kicks off tomorrow when some 30 odd cars have paid to go to Varano for a track day and the remaining

cars start to arrive at Castell and check in and pit up. There are 220 cars accepted for this year. For me, the best bit of news for the day is that the latest addition of Route Libere, the CPAE club magazine, arrived by post today and has my car in it. (Smug smile).

Friday 28th June, today is the Varano track day, I've chosen not to take part as I was there last Friday for the Historic Abarth track day. For the rest, it is turning up, unloading the car, having drinks in the Station Bar at the start line of the event and meeting friends, new and old. My pit is number 6, very close to the control gate that takes you out onto the straight road to the start line. A quick aside, the Station Bar is called that because many years ago there used to be a branch line that ran through



Castell and it was the Stations Bar. At around 11.00 the event polo shirts become available, they are yellow this year. The Station Bar is the main social focal point of the event where everyone meets. At 14.00, the signing on starts in a small promenade in the heart of Castell, this year the goody bags, two of them, were filled with the normal rules etc, passes, meal tickets for Saturday lunch and the Gala dinner, a bottle local red wine, a Parmigan cheese, a local Salami, plus some car care products, Local speciality soap and shower gel, note book and many other things. Most were in a yellow Vernasca Silver Flag, CPAE rucksack, not bad. Met the Wards on the way to sign on who were with Ken Carrington and his wife Sue who were with a party of about 65 Alfa Romeo's from the Alfa Romeo Owners Club. They will be on display tomorrow. Tonight I'm having dinner with The Wards in the Hotel Touristica in Vernasca about 500 yards from the Finnish line.

Saturday 29th June, today is the official opening of the 24th edition of the. Vernasca Silver Flag. The action to start with is in the main car Park and the roads in Castell Arquato in the province of Piacenza approximately an hour south of Milan. Cars are still arriving and setting up and meeting of old and new friends. Walking around the paddock, there are some of the most amazing cars including a Lola T70 and a Maserati Indy car, a group of Fiat Abarth 131 rally cars, a model T runabout, Jaguar XK120 race cars, a Sauber BASF LM, Fiat Heritage with some beautiful cars,



Porsche were represented and TAG Heuer brought three cars including the current class winning Porsche Le Mans Car. Abarth were well represented with a number of sports Prototypes and the most amazing recreation of a old factory Fiat Van/small lorry in Abarth colours. A nice appearance was the ex-Phil Ward Morretti with Phil as a passenger with its new owner driving, you know, he drove the car from the UK! This years main guest is the ex-Ferrari, Alfa Romeo and Abarth

driver Arturo Mezario who was always available to sign autographs. Two years ago he sat in my Abarth and signed my dash, he asked me for my phone number and rang my phone and said "I love your car, you now have my number. If you ever would like me to drive your car, please call me".

At 10.30 there was the customary drivers briefing in which they say that this is not a race but a demonstration and be safe. At 11.00 the event proper starts with the national anthem being sung on the start line with dignitaries being present including all the local mayors and the provincial chief of police. The first cars are flagged off starting with the "Course Apperto" car to check all the roads are properly closed. This is after all for most of the year the main road between Castell, Lugagnano and Vernasca. The second car is the old Fiat Police car from the Police museum. We were number 21 and after car 20, a very nice Alfa GTAM, it was our turn to make our first run. Move very noisily to the start line, in these Italian events you don't need silencers so we were running a megaphone exhaust. In the first run I had Peter Jaram as my passenger who had just bought an Abarth 850 from Middle Barton and hoped to be at next year's event. At the start there are grandstands and over a 1000 people and press so it is a brilliant atmosphere. The commentator does the cars announcement and winds up the crowd and the flag drops from the starter. Now there is a Mack for the start, when I used to bring my famous X19 prototype, I could smoke the tyres but with the 982cc Abarth, the worst this you can do is bog down so slipping the clutch is the order of the day with lots of revs and noise, the crowd love it. Flat out and into second, third and top gear until the first of 5 chicanes on the way to Lugagnano. The trick with my car is to use the power of the engine to steal the car through the chicanes. Third chicane, hit a bollard, shame..... Oh well flat out and 4 miles out there is the big roundabout with the way to Lugagnano and the bypass, I had already caught up with the GTAM and after the roundabout before the town flew past him, he wasn't happy... Going into the town there are huge crowds especially at the 90 degree left hander at the town. The trick here is to hug tightly to the right hand side of the road close the the bar and as soon as you see the bus stop after the turn aim for it, pull the car round and floor it down the hill. If you don't well, the crowd clap and cheer you. Second, third and top down the hill over the bridge and allowing for the dip at the bottom. Driving my X19 there, looking at my GPS speedo, we were doing 175 MPH at the bottom, with the 982cc Abarth we hit just short of 100mph. Middle Barton Garage had fitted the car with new special brake pads so we could stop sufficiently to make the right turn with negative camber. Now for the technical bit, up the very windy hill to Vernasca using only first and second gear. It was very hot with air temperature of 34 and road temperature of 67 degreesC. The last few corners and past the Vernasca cemetery with the finishing line. Past the Finnish the roads are open you reduce speed and drive further up the hill, past the church and to the main piazza. Low number car park a 100 yards further at a smaller car park as there is not enough room for all the cars in the piazza. Then the rush to get a chair and table at one of the two bars, lots of coffee, water and beers. There was a major hold up for the higher numbers when a German yellow Lotus 23 lost control of his car in the first chicane and wrote the car off. As the briefing says, this is not a race but a demonstration, obviously the driver wasn't listening.

When all the cars are up, the chief piazza Marshall blows his whistle and all drivers go back to their cars to processionally drive back to Castell. Always chaos back in the paddock as cars Manoeuvre to park and go to their designated lunch venues.

3pm, we don't all over again, and again I overtook the GTAM, again he was not too happy. In the evening, there is a shuttle bus from the paddock up to the Castell square up at the top. Castell is a beautifully preserved medieval town with a long cobble street up and through the arch into the castle area. The tables of ten were beautifully laid out and local food was served to all the guests with local red and white wine. There were some speeches from sponsors and the CPAE representatives, an auction of various motoring pictures for local children's charities and the evening ended with the most fantastic 20 minute fireworks display around the castle keep. A short drive home and tomorrow is another day.

Sunday 30th June, one run today again in very hot conditions. Again I overtook the GTAM and also this time an Abarth Radiale. Once at the top in Vernasca, when all the cars have arrived there is a steep walk to the top of the hill at the Vernasca "castle" for a lunch of pasta and local Parma ham, salami and other meats with what they call Gnocco Fritto which is a flat bread deep fried and it puffs up, really nice with the meats. After the meal are the usual speeches and the trophy ceremony, may win one one day.....

This draws to an end to a very successful 24th edition of the Vernasca Silver Flag. After bye byes to friends, including one first timer who said "this year has been the best thing I have ever done with my cloths on" and loading trailers it comes to a close. Next year will be the Silver Anniversary event as it will be the 25th edition, an idea from the mind of one man, Claudio Casali, who had the vision to recreate the event, went to the president of the organising club and made it a reality. For me, my first event was the 2nd edition and I have taken part in 15 of them, 14 as a driver and one as a Marshal when I had a medical issues and was not allowed to drive my race car. For the first one I drove my ex-factory group 2 695 Giannini and I have taken my Fiat X19 prototype, Ferrari 512bb and now my FIA papered Abarth 1000 Berlina Corsa. If you have never been, you need to see the event at least once, if you have a pre-1972 car with competition history or just a very interesting pre-72 car, try to make it next year, being the Silver Anniversary edition, it will be something to remember.

Mike Kason



Classics Spotted During Lockdown



'69 Volvo P1800



'91 Audi Coupe 20V



'63 Jensen C-V8



'67 Triumph Herald 13/60 Convertible



'59 TVR Grantura



'78 Peugeot J7



'53 Lotus VI



Rover P4 Jerry Lee Lewis Edition

BREAKFAST MEET Will Be Back Watch This Space !



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

- Due to COVID-19 only the first 8 races of the calendar are published
- There are due to be 15-18 races before the end of season in December
- Opening races will be closed events.

The first 8 races of the 2020 calendar are below.

1	Formula 1 Rolex Grosser Preis von Österreich	The Red Bull Ring, Austria	July 3-5
2	Formula 1 Pirelli Grosser Preis der Steiermark	The Red Bull Ring, Austria	July 10-12
3	Formula 1 Aramco Magyar Nagydíj	The Hungaroring, Hungary	July 17-19
4	Formula 1 Pirelli British Grand Prix	Silverstone, UK	July 31 - August 2
5	Emirates Formula 1 70th Anniversary Grand Prix	Silverstone, UK	August 7-9
6	Formula 1 Aramco Gran Premio de España	Circuit de Barcelona Catalunya, Spain	August 14-16
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

Bristol Pegasus Fantasy F1 - 2020

Positions after Hungarian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	202
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	197
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	195
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	193
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	189
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	186
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	179
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	177
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	175
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	172
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	170
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	164
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	162
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	157
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	153
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	148
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	148
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	146
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	144
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	142
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	142
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	141
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	136
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	120
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	119
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	118
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	115
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	112
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	94
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	74
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	69

Backfire Bits

It is nice that we are starting to plan some club activities now that things have relaxed a little with Covid. Let's hope things continue to improve. Our main focus has been on our Castle Combe events - firstly the track day and then the Pegasus Sprint. We are also hoping to be able to run a simple Sunday run out, although even that needs a little extra thought to make sure we comply with the Motorsport UK guidelines. At present our solo venue is not available, so it is likely to be the Christmas event at the earliest before we can run there.

Not much to report on my own car activities this month, although I did tidy the garage so it is much easier to get the Westfield in and out now. I have a plan to fabricate a new exhaust mount on the Westfield. The current setup is more suitable for a smaller exhaust rather than the large repackable silencer fitted. It would be good to sort this out in time for Combe, but a multitude of other jobs seem to get in the way of doing much to the cars at the moment.

The six month Covid MOT extension has recently ended, and the first of the fleet to go into the garage will be my daughter's Ford Ka. Although this is approaching ten years old, it passed with no problems last year, and has only done a few thousand miles since, so fingers crossed. I was lucky that none of the cars had an MOT due during the lockdown period, although I think most garages stayed open. The backlog of MOT tests may mean it will be harder to get the cars booked in later in the year - most of mine are due around October through to December.

The Ka is really a FIAT in disguise - most of the mechanicals are shared with the 500. My son has a Peugeot 107 that is also a Citroen and a Toyota, although I believe the 3 cylinder engine was originally designed by Daihatsu. Confusing these modern cars.

The Rover is next in line for some attention - I had great plans to have the auto gearbox sorted this year, but again lockdown has meant little has happened on that so far. It is scary how the summers pass by and how little I manage to get sorted..... Given it is 50 years old this year it really deserves a bit of attention. Hard to believe I have owned it for 32 of those 50 years. My uncle bought it when it was around two years old, so I have good memories of riding in it when I was very small. No rear seatbelts let alone car seats in those days

It has been nice to watch some Formula 1 on TV - however I find myself hoping for rain as that seems to result in more entertaining races. Watching Lewis Hamilton drive round at the front in the dry tends to literally send me to sleep, which is always a bit annoying having looked forward to watching the race.

Fingers crossed there will be more car activities next month - we don't want any more pictures of Spence and June on a horse and cart on the cover :-)

Andy Moss - Competition Secretary

2020 Events Calendar - Updates in red/bold.

Date	Event	Location
Sun 19th July	Summer AutoSolo	Postponed
Sun 26th July	Breakfast Meet Sparky's Lydney	Postponed
Sun 9th Aug	Summer Treasure Hunt	Postponed
Sun 23rd Aug	Summer Car Run	More details next month
Sat 29th Aug	Pegasus Track Day	Castle Combe
Sun 30th Aug	Breakfast Meet	Sparky's Diner Lydney
Mon 14th Sep	Club Night	BAWA
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.