

Backfire

Bristol Pegasus Motor Club Magazine



Ace Classic Tour Photo Andy Moss



July 2021

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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/>

Nick's Natter



Well the Cross Trophy Trial was good fun even if I didn't do that well!

Starting from July 25th and running until October we have now had confirmation that our monthly Breakfast meet will take place at Dean Forest Railway. Steam meets petrol. Breakfast baguettes will be available but if possible we would like a rough idea of numbers.

I've just had a lovely scorching hot day at Thruxton. Andy & I went up in the Mustang which has excellent air con so we were nice and cool when we arrived. We bumped into some familiar faces whilst we were there; Mark Osland for one and Richard Ibrahim who was racing a very nice Alfasud Sprint. There was some excellent racing and many beautiful cars, my favourite being an awesome Cosworth GA Capri and it also sounded superb.

The Ace tour was a great success and I enjoyed being a passenger in the Rover. Thanks to Martin Emsley for organising a great route.

I'm going to sit in the garden now with a much needed cold beer – cheers all.



Nick Wood

Editorial

Welcome to the latest edition of Backfire, it has remained relatively quiet since our last edition, aside from the ACE classic tour on June 6th which I gather from Andy Moss's photographs was blessed with a good turnout and fine weather.

Our chairman Nick has managed to secure the Forest of Dean Railway as a venue for a resumption of our monthly Breakfast meetings on July 25th, these will continue at the same venue until October. Looking forward to the first one will have to see how it goes with work after that.

It's going to be a busy couple of weeks for Dave Cooper and I as we take Madge out to Curborough for a Classic Marques round on June 27th and then to our own event at Llandow on July 10th.

I'll be working through a preparation list which includes changing all the fluids right up to the last moment.

As we are going to press, news has arrived announcing the death of former guest speaker, honorary club member and much loved member of the motorsport community Vince Woodman. An appreciation of Vinces wide ranging contribution to the world of motorsport will appear in a future issue, meantime we send our condolences to Vinces, family, many friends and fans.

Thanks for the continued flow of contributions from, Phil Jones, Andy Moss, Tim Murray, Richard Reynolds and our Chairman Nick Wood.

Wishing you all a safe month's motoring.



Ralph Colmar

Events Calendar

Llandow Sprint Saturday 10th July



Entries for our Llandow Sprint on the 10th of July are now open. We have moved from the normal May date because of Covid. As usual the event is joint with Bristol Motor Club and has an excellent set of invited championships.

<https://bristolpegasus.com/events/llandow-sprint-2021/>

BPMC Breakfast Meet - Sunday 25th July

Our monthly breakfast meet returns.



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

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

Pegasus Castle Combe Trackday - Saturday 31st July



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

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

Due to Covid we are not planning to run any club nights until the Autumn.

Request For Marshalls

Cotswold Historic Rally – 1st August 2021

The event starts and finishes at Cotswold Edge Golf Club, Wotton-under-Edge, GL12 7PT with the first car starting at 8.30am. The morning will comprise three Regularities and half of the Tests before lunch and another three Regularities and the remainder of the Tests in the afternoon. The event is scheduled with the first car finishing around 5pm.

The majority of the 6 Regularities and the 3 Test venues are contained in an area between Stroud, Cirencester, Royal Wootton Bassett and Chipping Sodbury, with one Regularity around Cirencester.

The entries opened on the 7th June and I'm delighted to say that we have 69 entries within 24 hours!! Total entry 75 cars so we are very hopeful that we will have a full entry on the day.

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

If registering online is not possible please contact me on the above contact details.

PETROL & STEAM



BPMC Breakfast Meet every last Sunday of
the month from 25th July to Oct
at Dean Forest Railway,
Forest Road, Lydney GL15 4ET.
From 0930 hrs.
Refreshments available.



ACE Classic Tour June 6th



Doretti



FIAT Barchetta



Hillman Avenger



MGB GT



Morgan



Porsche Boxter



Triumph Stag



Volkswagen Type 2

Photos Andy Moss

Classic Tour June 6th



Merlin TF Roadster



MGF & Triumph Stag



Porsche 911 Targa



Triumph TR3A



Mazda MX5 NB



Rover 2000



Triumph Stag

Photos Andy Moss

Automated Membership System

The system allows you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

All members now get membership for a year from renewal or joining date.

Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on bbbishop132<AT>hotmail.com

Club Facebook Group - This Month

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

- We now have 535 Members in the group
- Thruxton Classic Race Meeting Photos
- Event Updates
- Cotswold Motorsport Group Trials Championship
- ACE Tour Photos
- A Smokey Traction Engine
- James Bond Fiat Uno
- Fantasy F1 Score updates



NEW : You can now view the group without Joining facebook.

<https://bristolpegasus.com/facebook-group>

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

It's an uphill struggle

Whoosh, Bang, flash...

Not only have we been locked down, but flooded and even snowed up. But it still seemed like a good idea to get the matching pair of 1969 Honda Monkey bikes out. They had not been started for months.

One has a rebuilt motor and is sweet as a nut but the other is a little harsher, though it goes well. They both took an age to fire up but, once running...magic!



“You’re not going to get into 3rd by the end of the driveway” ...” Oh I don’t know mind” ...

With COVID-19 about and being ‘of a certain age’, events this year are hanging in doubt, but I remain ever hopeful of making a few Classic Marques rounds and a few historic road rallies.

Meanwhile, work continued on the 350SL. With boot all done, the wheel arches took quite some messing about to get right. One weekend in early Feb, we decided it was time to turn the old girl around so that we could do ‘the other side’. Well, if you are going to start it you better drive it, so we did. Having sat there for many weeks while rubbing, Dremeling and painting were done, I was not sure what to expect when I turned the key.

‘Vroom’ was the answer. First turn. The mechanical fuel injection means no throttle pumps, no fannyng about, just turn the key. I was amazed. It’s got a very fast idle when cold – probably a bit too fast – but, once a minute or so is past, it settles nicely. Owen and I went for a quick spin and it was...absolutely fine. Sitting around does not seem to annoy it at all.

Now talking of annoyance...run flat tyres. I now know why they are called run flat. It's because they go flat.

You may recall that I had one go bang on the rear (ahem..) in 2019 when towing. At least its 'run flatness' enabled me to change it with light and safety on a fuel station forecourt.

Last year we had a nasty vibe on the front axle of the Jeep and, after two goes at balancing, I had the tyre removed only to find a bulge in the sidewall caused by hidden delamination. The tyre station said that they had seen lots of run flats with cracked sidewalls caused by potholes and impacts into an over stiff structure, unable to absorb the blow. Made me think. A mate of Owen's works at a main dealer and they have also seen cracked alloys due to the lack of impact absorption of run flats.

And now, less than a year later.... BANG. I was doing about 60 (your honour) on a wet, dark A-road heading downhill to the M4, chatting away to the C.O. and then a loud explosion from the front and it was distinctly butt clenching. After finding some almost level ground, I proceeded to kneel down in a stream of running water, rain pouring down, with the C.O. holding an umbrella in one hand and a torch in the other. Jacking up a 2.3-ton SUV is always fun. At least the copper slipped nuts came off easily.

As you can see, the sidewall had completely cracked and the bead had separated from the sidewall. No wonder it went bang. The Jeep is capable of 160mph flat out so if that had gone off at 'autobahn speed', on a front axle, it would have been a busy time. I reported it to Pirelli and had the tyre sent to them. They analysed the tyre and found no fault. You have been warned.



...an enormous bang and a huge crack? Don't worry, they all do that Sir...

I was reflecting on the circular nature of this problem. Manufacturers initially wanted to save weight...then money. So, it's a tin of hair mouse which is useless. Then, they develop run flats which don't ride as well and which – clearly – cannot cope with pot holed roads, especially on a heavy vehicle.

Meanwhile, the Government either can't afford to fill the potholes or bows to environmentalists who don't want money spent on anything to do with personal transport, offering the enticing alternative of the 'Good Ship COVID-19' bus. How on earth do we all get so misaligned? Probably a mix of idealistic sentiment and self-interest overcoming common sense. Isn't that often the way?

And then the trailer became a problem. Or was it the Jeep? Is there ever a time when things go according to plan?

We hitched up to the Jeep one Saturday afternoon and...beeeeeep. The trailer's right-hand rear indicator was stuck on. Some serious head scratching followed, eased by a fresh brew. Investigations turned to a voltmeter to see if the relay was pulsing. The Jeep rear indicator was, but the trailer was on permanently. Sure enough the left one had a 2v to 11v pulse but the right was stuck on 12 v. So it was the car not the trailer.

Lying on the floor in a puddle – oh not again – it was not easy to spot where the loom went and where the repeater relay sat. Then young Owen trawled the net and worked out that it was buried on the left corner of the boot floor. As always, it was one of those you could see but barely touch. Anyway, snapping the cover open revealed a burned out joint on the circuit board.



But £30 on-line and two days later and a new relay unit for the 7 pin electrics arrived. Of course, one side had screw terminals (yea!) but the other was pre soldered (boo). Without finding the connector further under the floor, it took a bit of concentration to solder up the new unit. I have huge hands and the attention span of a bat, but, with Owen's help, we had it all buttoned up and working in just over an hour.

Great fun these cars, aren't they?

Jones the Speed

It's an uphill struggle....

Star quality...

The Esprit is almost back on its feet after a lengthy and comprehensive restoration. Likely costing a fair bit more than its current worth, nevertheless, values are creeping up, so it won't be long before I am back in equilibrium. But I would have done it even if I knew I was landing butter side down.

I guess we all have our 'top fave' classic, be it Jaguar E Type, Porsche 911, Corvette, Alfa 105, fast Ford or whatever else. I have so many 'faves' that it causes practical and financial chaos but, for sure, the Esprit is close to the top.

Firstly, there's the story, the genesis. I like show cars from Italy from the late 60s and the turn of the 70s – Boomerang, Carabo etc. The Guigiaro 'Silver Car', as it was known, is one of those. The picture of them pushing it – engineless – down the street and into the halls of the November 1972 Turin Salon. The unlikely combination of a stretched Europa TC chassis from a small British manufacturer and the emerging stardom of Italdesign.



The prospect of Chapman, Kimberley and Winterbottom flying – no doubt precariously – back and forth between Hethel and Turin during the design and development phase. I bet there were a few hairy trips with the boss at the helm.

Of course, as an impressionable 70's youth, Bond has to feature.

As an aside and despite its lack of Lotusness, On Her Majesty's Secret Service is one of my all-time favourites and the cars are superb, as is the glamorous backdrop, the stunning soundtrack, not to mention the shock ending. Fin tail Mercs prowling around on studded tyres (who needs a four – be - four?), a sinister Merc 600 Grosser, lovely Aston DBS in a super olive green and, of course, Diana Rigg's Mercury Cougar XR7 that went for a fortune at auction recently. Oh, I nearly forgot the ever so cool '68 Rolls MPW Drophead. Luxury in an understated way, long before we realised that we needed blind spot monitors and lane departure warnings to save us from ourselves.

I am not into the whole Aston DB5 thing though – I never was. But the Esprits really got me.

As a motor racing fan, despite little coverage in the 70s, Autocar kept me informed and aware of the fact that Andretti and Petersen had S2s as their company cars.



Then of course there was the Essex Turbo and all the intrigue associated with Monaco based oil trader, David Theme. And further intrigue from the De Lorean scandal and the development of the S3 Turbo – that very Essex car.

Later, Mansell and De Angelis were seen arriving at circuits in Turbo Esprits (sometimes escorting Royalty it seems...), though more likely most F1 drivers would have arrived in a 'special deal' 126 S Class Merc.



I could easily justify to myself a collection of Esprits, but then I seem to be able to justify most things to myself. It's a dangerous world in my head...

I like a 'Bond' Monaco White S1 but more for its movie connotations than because I think it's the best Esprit. Clearly a little underdeveloped (otherwise there wouldn't have been an S2 or 3) I have never been convinced by the Wolfrace wheels, yet it seems the great Italian designer really chose them. I do like the tartan interior though. And I'll have one in the collection please.

For me it's always been the S2 / 2.2. I prefer the integrated front spoiler, I quite like the air duct 'ears' and I like, even more, the fact that they are properly functional. But, most of all, I love those Speedline wheels – a Lotus design and made by the company then supplying F1 wheels to them.



They are up there with Campagnolo knock on's and deep dish Borrani wires. Indeed, I can sit for quite some time with a cup of tea just looking at a picture of wide, dished Borranis. Don't worry, the van is on its way....

The S3 NA is not so much my cup of tea with its 15" BBS wheels and seemingly higher ride height, though, by all accounts, it's a markedly better car to own with its more refined, wishbone, rear suspension and Galv chassis. The dry sump Turbo is terrific

though – I would love to own an Essex, but they are a fortune these days. I have driven both an S3 and a dry sump Turbo and enjoyed both. The Turbo was surprisingly gentle and refined – I didn't really know what to expect of a turbo blowing through carbs, but it felt very linear and docile.

For whatever reason, the post '81 wet sump Turbos sat quite a bit higher – not sure if that's the wet sump or just a headlamp regs thing but, while it's still a damn good-looking car, it's not quite as moody and perfect as the early dry sump cars. Easier to get bits for though and the last of the 'G' cars, the Turbo HC was the ultimate version and is now in heavy demand.

I always think of the post '87 Steven's era cars as less appealing but I am told they are bodily stiffer, more refined, better built and, well, better. Except in the looks department.

A GT3 with the 'Italian tax break special' 240bhp 2.0 turbo is apparently a brilliant drive but, for the collection, I'll have a last of the line V8 with the twin round rear lights. I sat behind one for a couple of hours a few years back when we ran through Snowdonia with Club Lotus. The C.O. and I were following in the Exige V6. The V8 was quite wide on those roads and I fancy I was in the better car for that moment but, oh my, it looked so dramatic and it was immaculate. I recall the owner was thinking about selling it. Why didn't I....



Lloyd is quite fancying the idea of an Exige collection one day and I have heard of various 911, SL, Elan and E Type collections. Once a model gets under the skin it's a matter of money and space (and possibly an understanding Commanding Officer).

Fortunately for the C.O., I have less and less of the former and a practical restriction on the latter, so she can sleep soundly for now. Does not change the aspiration though.

The Esprit. *For my eyes only...nobody does it better.* Oh dear. Sorry.

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.

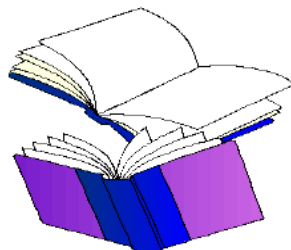
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Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencer@gmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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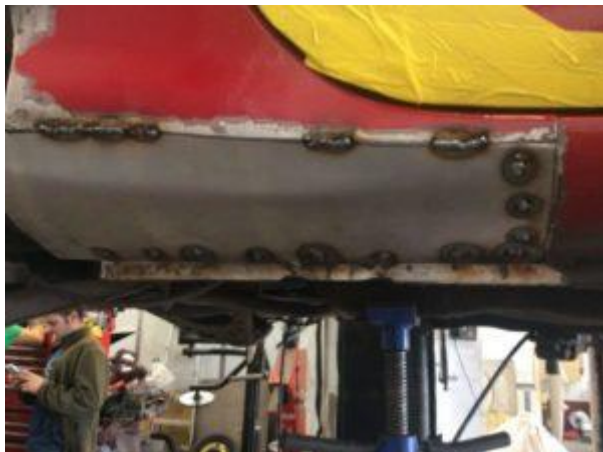
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rotary club of chipping sodbury

The Delayed 25th Chipping Sodbury Classic Run. **Sunday 27th June 2021**

The Rotary Club of Chipping Sodbury invites you to enter the annual Chipping Sodbury Classic Run, with 2021 being our **25th** running. All Rotary profits will be allocated to our Rotary Charity Account, helping us to continue supporting both national and local groups, individuals and charities. This year's event will be held on Sunday 27th June, with each half being just over 40 miles driving.

The start will be in Chipping Sodbury's Broad Street, which is expected to be closed to all other traffic. The event is open to **pre-1996** cars, motorcycles and light commercial vehicles.

Entry costs for 2021 will be £30.00 per car/van and £15.00 per motorcycle.

For more information and an entry form contact Mark Benstock on 01454-311712 or email rotary.classic.run@hotmail.co.uk



Bristol Pegasus Fantasy Formula One 2021

| Bristol Pegasus Fantasy F1 - 2021 | | | | | | |
|-----------------------------------|------------|------------|--------------|--------------|-------------|-------|
| Positions after French GP | | | | | | |
| Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Score |
| Martyn Davies | Gasly | Verstappen | Ferrari | Red Bull | Ferrari | 524 |
| Sam Thompson | Gasly | Verstappen | Ferrari | Red Bull | Alpha Tauri | 515 |
| Ben Bishop | Russell | Verstappen | Red Bull | Williams | Red Bull | 484 |
| Ken Robson | Gasly | Verstappen | Alpha Tauri | Red Bull | McLaren | 483 |
| David Garnett | Norris | Sainz | McLaren | Red Bull | Alpha Tauri | 476 |
| Helen Davies | Norris | Sainz | McLaren | Red Bull | Alpha Tauri | 476 |
| Joe Robson | Gasly | Leclerc | McLaren | Red Bull | McLaren | 469 |
| Dick Craddy | Räikkönen | Verstappen | Ferrari | Red Bull | Alpine | 466 |
| Chris Bennett | Räikkönen | Pérez | Alfa Romeo | Red Bull | Red Bull | 460 |
| James Small | Tsunoda | Verstappen | Alpha Tauri | Red Bull | McLaren | 459 |
| Tim Murray | Leclerc | Verstappen | Alpha Tauri | McLaren | Red Bull | 446 |
| Mike Marsden | Ricciardo | Verstappen | Alpha Tauri | Red Bull | Williams | 430 |
| Chris Thompson | Norris | Verstappen | Haas | McLaren | Red Bull | 430 |
| Alyson Marsden | Gasly | Verstappen | Alpine | Red Bull | Alpine | 427 |
| Dave Cooper | Pérez | Verstappen | Alpha Tauri | McLaren | McLaren | 425 |
| Martin Baker | Pérez | Verstappen | Alpha Tauri | McLaren | McLaren | 425 |
| Andrew Moss | Alonso | Norris | McLaren | Red Bull | Williams | 423 |
| Abi Reynolds | Alonso | Verstappen | Alfa Romeo | Red Bull | Ferrari | 422 |
| Lisa Davies | Norris | Verstappen | Alpha Tauri | McLaren | McLaren | 422 |
| Gary Tanner | Leclerc | Tsunoda | Alpha Tauri | Red Bull | Mercedes | 414 |
| Katie Davies | Leclerc | Tsunoda | Alpha Tauri | Red Bull | Mercedes | 414 |
| Laura Moss | Pérez | Russell | Red Bull | Aston Martin | McLaren | 414 |
| Matthew Stevens | Ricciardo | Vettel | Red Bull | Williams | Red Bull | 407 |
| Richard Reynolds | Verstappen | Vettel | Alpine | Ferrari | Ferrari | 391 |
| Jamie Stevens | Pérez | Sainz | Alpha Tauri | McLaren | Mercedes | 385 |
| Helena Sarsted | Ricciardo | Verstappen | Ferrari | McLaren | Alpine | 384 |
| Mark Hoppe | Leclerc | Verstappen | Alfa Romeo | Ferrari | Mercedes | 383 |
| Simon Moss | Gasly | Verstappen | Alpine | Ferrari | Mercedes | 380 |
| Mark Niblett | Norris | Pérez | McLaren | Williams | Mercedes | 374 |
| Martin Emsley | Sainz | Verstappen | McLaren | Williams | Mercedes | 372 |
| Matt Johnson | Ricciardo | Schumacher | Aston Martin | Red Bull | McLaren | 364 |
| Robert Bull | Norris | Pérez | Haas | McLaren | Mercedes | 364 |
| Liz Ibrahim | Ricciardo | Verstappen | Aston Martin | Ferrari | McLaren | 354 |
| Jerry Irwin | Alonso | Russell | Ferrari | McLaren | Mercedes | 350 |

| | | | | | | |
|-------------------|-----------|------------|--------------|--------------|--------------|-----|
| Mal Allen | Räikkönen | Vettel | Alfa Romeo | Red Bull | Mercedes | 347 |
| Philip Turner | Ocon | Ricciardo | Aston Martin | Red Bull | Alpha Tauri | 339 |
| Bob Hart | Hamilton | Schumacher | Red Bull | Williams | Alfa Romeo | 335 |
| Richard Ibrahim | Gasly | Leclerc | Aston Martin | McLaren | Mercedes | 328 |
| Anthony Reed | Pérez | Vettel | Alpine | Aston Martin | Red Bull | 326 |
| Donny Allen | Gasly | Räikkönen | Alfa Romeo | Mercedes | Red Bull | 326 |
| Charles Alexander | Alonso | Verstappen | Alpine | McLaren | Alpine | 322 |
| Lesley Hart | Gasly | Sainz | Alfa Romeo | Mercedes | McLaren | 319 |
| Michael Griffiths | Norris | Stroll | Aston Martin | McLaren | McLaren | 316 |
| Merlyn Griffiths | Norris | Russell | Aston Martin | McLaren | Mercedes | 315 |
| Jeff Oakley | Alonso | Leclerc | Ferrari | Aston Martin | Mercedes | 312 |
| Sharon Reynolds | Räikkönen | Schumacher | Ferrari | Mercedes | Aston Martin | 308 |
| Ralph Colmar | Norris | Russell | Mercedes | Williams | Alpine | 304 |
| Neil Lock | Bottas | Gasly | Alpine | McLaren | Ferrari | 282 |
| Mary Craddy | Räikkönen | Ricciardo | Alpha Tauri | Mercedes | Alpha Tauri | 281 |
| Alison Bennett | Ocon | Russell | Aston Martin | McLaren | Mercedes | 271 |
| Oliver Lock | Ocon | Stroll | Alpha Tauri | Mercedes | Williams | 245 |

Formula One Calendar 2021

| Round | Grand Prix | Circuit | Race date |
|-------|--------------------------|----------------------------------|--------------|
| 8 | Styrian Grand Prix | Red Bull Ring, Spielberg | 27 June |
| 9 | Austrian Grand Prix | Red Bull Ring, Spielberg | 4 July |
| 10 | British Grand Prix | Silverstone Circuit, Silverstone | 18 July |
| 11 | Hungarian Grand Prix | Hungaroring, Mogyoród | 1 August |
| 12 | Belgian Grand Prix | Circuit de Spa-Francorchamps | 29 August |
| 13 | Dutch Grand Prix | Circuit Zandvoort, Zandvoort | 5 September |
| 14 | Italian Grand Prix | Monza Circuit, Monza | 12 September |
| 15 | Russian Grand Prix | Sochi Autodrom, Sochi | 26 September |
| 16 | TBA | | |
| 17 | Japanese Grand Prix | Suzuka International | 10 October |
| 18 | United States Grand Prix | Circuit of the Americas, Austin | 24 October |
| 19 | Mexico City Grand Prix | Autódromo Hermanos Rodríguez | 31 October |
| 20 | São Paulo Grand Prix | Autódromo José Carlos Pace | 7 November |
| 21 | Australian Grand Prix | Albert Park Circuit, Melbourne | 21 November |
| 22 | Saudi Grand Prix | Jeddah Street Circuit, Jeddah | 5 December |
| 23 | Abu Dhabi Grand Prix | Yas Marina Circuit, Abu Dhabi | 12 December |

Backfire Bits

After much planning and despite the event still being in doubt thanks to Covid restrictions in Wales the entry list for Llandow has closed and we have over 100 cars entered. Covid has still had a small impact as we have had to reduce the maximum entry to 100 from 110 to comply with the rules.

Based on past years we normally get a few cars drop out so we are still hopeful everyone who has entered will get to run. Spectators are not allowed so if you want to see the action the only option is to marshal - contact Nick Wood if you are interested.

The ACE Tour was a very enjoyable event. We purposely did not promote it heavily with Covid still a threat, but we received 30 entries which was exactly the sort of number we were looking for. The lunch stop at White Castle Vineyard was the highlight of the day - before we went there I have to admit to not believing wine produced in Wales could be top class but I have to say their product was really excellent. Obviously alcohol and driving don't mix but many of the entrants purchased bottles to take home and the passengers seem to enjoy a lunchtime drink. The vineyard seemed to be pleased and made us very welcome.



This was the first long run for my Rover since it returned from pretty much a complete mechanical overhaul, so I was pleased to complete the ACE Tour with no real issues. As well as a complete engine rebuild and rebuilt auto gearbox it had had the brake servo, master cylinder and front calipers replaced. The rear springs were also replaced along with quite a few smaller jobs as the Dion suspension tube gaiter and the voltage regulator. There are still plenty of small jobs to keep me occupied but it was nice to think the major mechanical components were sorted and survived their first run out.

Andy Moss

2021 Events Calendar

| | | |
|----------------------|---|---------------------|
| Sun 6th June | ACE Classic Tour | |
| Sat 10th July | Llandow Sprint | Llandow |
| Sun 25th July | Breakfast Meet | Forest of Dean |
| Sat 31st July | Track Day - Enter Online | Castle Combe |
| Sun 29th August | Breakfast Meet | Forest of Dean |
| Mon 13th September | Club Night | BAWA |
| Sun 26th September | Breakfast Meet followed by Treasure Hunt and Sunday Lunch | |
| Mon 11th October | Club Night | BAWA |
| Sat 16th October | Pegasus Sprint | Castle Combe |
| Sun 31st October | Breakfast Meet | Forest of Dean |
| Mon 8th November | Club Night | BAWA |
| Monday 13th December | AGM & Club Night | BAWA 8pm |
| Mon 27th December | Bank Holiday Autosolo | Brightside Aust |

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

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

