

# Backfire

**Bristol Pegasus Motor Club Magazine**



**60th Anniversary of the Jaguar E-type**



**March 2021**

# Contents

Nick's Natter

Editorial

2021 Events

It's an uphill struggle

Quandary

X2s Sportscar project

60th Anniversary Jaguar E-Type

Fifty Shades of Red

Backfire Bits

2021 Calendar

**Updated - Motorsport UK RS Clubman licence**



## Renew or Apply for your free 2021 License 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

The first day of spring has arrived and hopefully with it some better weather. The clocks will change and we will have lighter evenings in which to enjoy the sunshine!



I have unfortunately heard of the sad death of a motorsport enthusiast. Some of you may have known him and others will have heard his voice at Shelsley Walsh the oldest motorsport venue in the world. Eddie Walder was a larger than life character who I bumped into often at Wiscombe when marshalling. Weirdly in 2019 when we went to Shelsley he called out my name from his commentary post. And we reminisced about old times.....



Some good news at last, our first event of the year is the Production Car Trial at Dundry, a good fun event if you fancy entering on Sun 18<sup>th</sup> April. I will again be sharing Andy's trusty Marlin. We have also been given the go-ahead for our sprint at Llandow which will be on Sat 10<sup>th</sup> July and on the 31<sup>st</sup> July it will be our track-day which was a last minute reprieve from Castle Combe.

Lets keep our fingers crossed that things continue to improve and we can go on our holidays.



**Nick Wood**

## Editorial

Welcome to this month's edition of Backfire, on Monday the 8th January the club held its first virtual meeting which seems to have gone well and we hope there will be more in the future.

As the one delivering the content, I can report it was a strange experience. Well practiced as I am at public speaking, virtual speaking is a bit more of an act of faith as I had no way of seeing the audiences reactions, I managed to ask a couple of questions but still shot through my delivery in about half the time I hoped. I guess practice will help perfect the technique.

At the time of writing we appear to be getting back to holding real events with the Cross Trophy Trial at Duncan Pittaway's farm in Dundry kicking our season off on April 18th. Regs will be out soon.

Please note changes of dates for Llandow Sprint and Track Day at Castle Combe on our calendar, these changes are and will continue to be unavoidable due to changes in regulations and a host of variables beyond the club's control.

March 2021 has seen more losses to the motorsport community, not least Rally Legend Hannu Mikkola, whom I saw drive to a win on the 1972 East African Safari Rally. Closer to home we learned of the passing of Murray Walker, I once got the opportunity to thank him for bringing the delights of motorsport into the family home, I suspect I am not alone in still missing him on Grand Prix nights.

We also learned of the passing of double Nurburgring 24 hour winner and VLM champion Sabine Schmitz, being without a telly since the late '80's I had no idea how popular she was in the UK thanks to her Top Gear appearances. Sadly I have just learned that 1988 Le Mans winner Johnny Dumfries has passed away, he contributed immensely to my enjoyment of Group C events after his all too short career in Formula One with Lotus in 1985.

On a happier note March marked the 60th anniversary of the world's first sight of the sublime E-type Jaguar, I was ridiculously lucky in the summer of 1980 when every Friday the boss tossed me the keys to his and told me to go and 'fill her up'. Every week I drove one of the last 50 Commemorative V12 Roadsters round the Hangar Lane Gyration in London to the petrol station and then back to the garage where I was a cleaner / delivery driver in Wembley.

Thanks for the continued flow of contributions from Dave Cooper, Chris Davies, Phil Jones, Andy Moss and our Chairman Nick Wood.

Wishing you all a continued safe lockdown.

**Ralph Colmar**



# Events Calendar



**Our 2021 dates are shown on the rear cover of this month's Backfire. Entries for our Trial and Trackday are now open - See website for details**

**At present due to Covid we are not planning to run any club nights until the Autumn.**

## 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 :-

- Sam Thomson with progress on his Legend
- Brian James Automobile Art
- Frank Kelly flogging his Baby Blue Escort
- 2019 Bristol Classic Car Show
- Rallysprint 1983
- Mark Higgins on the Isle Of Man TT



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-grou>

## It's an uphill struggle

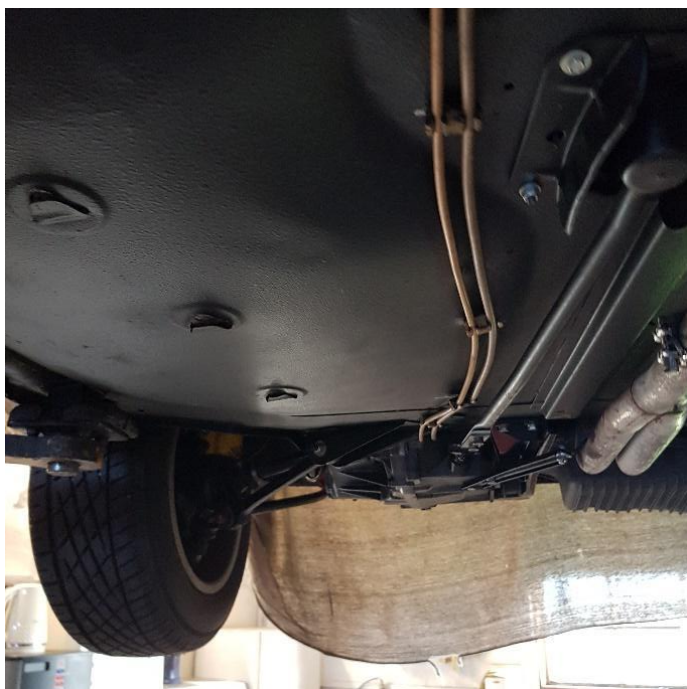
**And the full-time scores are...128...One; 124.... Nil**

The 124 Sport Coupe had bitten the bullet and I was down at heel. But, in December, TCM's message that the 128 was on its feet with an MOT was just the kind of pick-me-up that the Doctor ordered. Like a COVID-19 jab but without the queue...or an EU stampey tantrum.

Of course, having been in a couple of thousand pieces over the last 2+ years, we wondered how it would drive before the de bugging got it under control. One Saturday, just before Christmas and 12 hours before First Minister Drakeford banished us all to barracks, Owen, Lloyd and I set off for MBG in deepest Oxfordshire with the Jeep....and trailer. Well taking the trailer does not really add much in terms of effort or time and, if the little 128 had a few teething problems, then scooping it up on the trailer seemed much more palatable than a 4 hour, cross legged, wait in the cold for a friendly AA patrol.

A 'celebration' (new collective noun introduced by Jonesy) of Greggs bacon rolls at Leigh Delamere got things off to a civilised start. It was a long stop as the two lads serving – who seemed like intellectual college types and were extremely polite – struggled with the complexity of... a bacon & sausage baguette, butter, no sauce; a bacon and sausage roll, butter, red sauce; and a bacon roll, butter, no sauce. It was all quite jumbled up and, let's just say, I found a blob of something unwanted on my sausage...

Thank God I didn't order any drinks. Anyway, they went down well and the crumbs on the Jeep's floor were proof enough.





We needn't have worried about the 128. It was resplendent, up on the ramp, so that we could marvel at its clean underbelly.

Like a new 1975 Fiat and, probably, with better panel fit. Certainly, better rust proofing, Tony having Waxoyled it to finish off.



***With fabric from Cobra to match the front seats, the trimmer did a super job.***

A couple of pumps and it fired up into a nice, lumpy idle with fantastic induction noises. Cross country was the order of the day and I took the wheel for the first leg as far as Chipping Norton and then Owen took over, with Lloyd following in the Jeep. It was a rainy, mucky early afternoon, so we winced as the perfect restoration saw its first mud and water but, that's what they are for. Driving.

Oil pressure at just over 4 bar, everything charging and working except for the water temp gauge. Half fixed when we got home with a crimp and a splodge of silicone, the gauge is fine and we could get full deflection with 12 volts across it but the sender is a bit limp so we will pop it on the snag list and change it.

We were struck by how easy it was to drive, with a decent ride (that was a surprise given that it's sat on 7" Campys), comfy Cobra seats, good brakes and very nice, oily, accurate steering. It didn't really feel 'front wheel drive' just very planted. Under the bonnet, the warbling sounds were from a mid-70's rally stage and it provided endless entertainment. Keeping to 4000rpm to run it in, we could cruise at about 60 (your honour) and, once on light throttle, the noise faded back and it was surprisingly relaxing. Almost 'modern'.

In fact, the feeling was less of 'I hope we make it back' and more of 'well this is all sorted, where shall we go'? It's a terrific, usable classic car.

It took me back to 1978 and those rides in the back of the 1300CL 4 door (with slightly Soviet greying plastic bumpers) from Colwyn Bay rail station. 'Radio Cabs' represented all that was glamorous about Italian cars to this petrol veined teenager.

It's a great testament to Tony's team of Anton, Mat and Carlo on the spanners, David as the sourcing supremo and excellent suppliers of parts and services.

Really, it's a showroom fresh Fiat 128. Where else will you see one? And who needs big ticket 'coffee table magazine classics' when you can have an honest, unpretentious, but ground-breaking, former 'Car of the Year', beautifully restored?



***Safely home, cleaned up and now with essential Scuderia Filipinetti front wing logos.***

I wish the 124 Sport had turned out the same way but, clearly, the starting point was different and so, the end-result, could never be the same. That might be close to a lesson learned.

The final tally for 2020 was...less miles travelled than at any time since out of nappies, no competition at all, one (fantastic) test session at Llandow in the Abarth, one car sold (C63 Black Series), one car up for sale (our brilliant little Elise), one car scrapped (the 124 Sport Coupe), one returned from resto (the 128) and two cars bought – the Merc 350SL and...well I'll tell you next month...

***Jones the Speed***



### *A bit of a mixed bag...*

*There was a young laydee... in an Audi Q3...* No, it's not a naughty 70's rhyme. This one decided not to bother braking for a roundabout and used the Elan as a buffer. Fortunately, at very low speed, but she managed to crack the outer gel coat of the fibreglass bumper and a rear light lens.

I pondered what she might have been doing, other than looking at where she was going and decided it was likely to be one or more of:

Instagramming; Facebooking; TikTok'ing; being grossly offended by something benign or, perhaps, dreaming of COVID-19 isolation 'working' on a beach in Dubai, thus emulating her favourite social media 'influencer'.

Anyway, she was full of remorse and agreed to pay for repairs, though the cheeky bugger pleaded that it was not something that she had planned for (!) so asked if she could pay in instalments. I declined to be her personal bank and referred her to her insurance company, at which point she paid up promptly. Do I look like a charity? Cue lots of messing around in the garage and transporting stuff to 'keep it fair'. Why did I bother doing it?



***Before and after...***

Owen and I wrestled the bumper off, sourced a light lens and delivered the bumper to Marcos Joe to repair the cracks. We could have sourced a new bumper, but they don't always fit without lots of fettling and this one was original, so we repaired it. Joe is brilliant with fibreglass, so it was a quick couple of hours work for him. He got Ross, favoured painter of the Marcos 1800, Elan and now Esprit, to repaint it and all was well. We wrestled it back on – and it is a wrestle – and it looks perfect again. Those fibreglass bumpers might sound useless, but I swear they absorb impact way better than a shiny chrome example. They really do work.

Which takes us to the 'new one' and the better side of the mixed bag. Young Nicholarse was on the trumpet one evening late December and, musing about



hot-rods and drag strips (but not queens...well, not yet anyway) we stumbled upon the fact that he was making the difficult call to sell his lovely little Abarth 500 Esseesse. I recalled seeing it at Sparky's just after he had bought it and was most impressed. I do like an Abarth as you know and, for me, the original 500 – and especially the SS with its 17" wheels and 160 HP – is even better than the later 595s with their larger bumpers and overhangs. There is something 'just right' about the original.

At this point I lost control of my emotions (mainly due to a 2<sup>nd</sup> glass of Vino with some cheese and crackers floating about on it) and said I would gladly buy it off him...and 24 hours later, I did.

It's a corker and Nick has looked after it well. It's got a great service history and is in sound condition. Goes like the clappers, rides with all the compliance of a B&Q trolley and is a right old bit of fun.

Of the 60 cars owned so far, 13 have been either Fiats or Abarths and 6 of those are still in the family. You can't beat them for low cost and big smiles, with motors that rev long after most have given up. I think we are going to have many happy miles in this one.

Meanwhile, the saga to finalise the HTP for the Marcos 1800GT finally came to end on 19<sup>th</sup> Feb. I mean, it's only taken 2.5 years.

Although we built it to the *letter of the book* and took into account the updates to the FIA Homologation paper designed to water down the competitiveness of the 1800, money and persistence have been almost overwhelmed by the drip, drip approach to 'finding something else to clarify'. This is, apparently, not just a Marcos issue and I have heard of a few recent nightmares with more mainstream candidates.

Anyway, the very last farce was around the rear axle. My 'original' De Dion rear end, as delivered in 1965, as used in this very car's HSCC racing life in the 80s, much sought after and only fitted to the first 50-60 cars...was deemed 'not acceptable'. It had to be a later Ford axle. I mean, go figure that one out if you claim to be focussed on originality.

So, at great cost and with great effort we changed to a Ford axle with correct mounts and the De Dion is tucked up in my shed. Then, recently, after many, many clarifications, they decided that the solid ball joint at the end of the Panhard rod was not 'period'. But they all had it and Rory down at Marcos Heritage wrote to them to validate that. He and Joe have never seen anything different and, indeed, they both had cars in their workshops at the time with solid joints. I reckon every Marcos 1800

out there competing has one. But no, MS UK stated with great authority that this type of joint is post 1965.



***My rod end was solid but apparently not that popular...who would have thought...?***

So now I have sourced a – non-standard, never used in period (!) – bushed end for the Panhard rod and we have fitted that. It will make no discernible difference to performance and it's a complete waste of time and money for me, but we have got there in the end. Never again. And if dyed in the wool, starry eyed enthusiasts like me are put off, what hope for the rest of us?

Come the revolution brothers, they'll all be up against the wall!

### ***Jones the Speed***

PS...happier times in the Mantis squirming my way out of Goodwood's chicane (or the 'chicken' as the Brazilians call it).

Can't wait to do it in the 1800GT, whatever I have on the end of my Panhard rod!





## Quandary

I think we can all agree that without You Tube imprisonment by Covid would be unendurable. Whether surfing for sale sites or watching racing footage – from different eras and countries as well as our own – I have escaped some of the dreariness (and anxiety) of lockdown. Exchanging emails with pals of choice video footage has been marvelously enjoyable; but one particular sequence sent by my Volvo compatriot Kevin Diamond set me thinking...

It is an in-car video of Dickie Meadon securing fastest practice lap at Goodwood's Members' Meeting, driving a Lotus Cortina. As Kevin commented, "Wow". The car control, the commitment, the raw speed – just amazing. But what struck me, as I watched several times, was the style of driving. Meadon is constantly sawing at the wheel – particularly apparent at St Mary's. Is it because the Cortina is on the mandatory Dunlop Racers? Possibly that contributes but I get the impression that currently "young bloods" operate on the knife-edge of adhesion, teasing the car to break away and pre-empting that by sawing/mini opposite locking. And, of course it works brilliantly; so why am I clattering on about it?

The answer lies in other, more historic footage. Is there any enthusiast who has not thrilled to watch Jim Clark and Sir John Whitmore 3-wheeling their Lotus Cortinas at a host of circuits? It appears that their style was to set the car up in a sort of oversteering arc (a drift?) which clipped the apex and maximized exit speed – all very SMOOTH!

Moving forward, Gerry Marshall appeared to throw the car sideways on the approach to a corner so that he could hold it on a set amount of opposite lock which would ideally place the car for maximum acceleration away from the corner. Doesn't sound smooth, but the fact that he tended to drive with only one hand on the wheel indicates to me that it was – SMOOTH!

This leaves me pondering on competition driving techniques. As a young enthusiast I avidly consumed famous drivers' books with advice on braking, cornering – correct lines etc. These pearls of wisdom I took to my early days of sprints and hillclimbs, but when I subsequently ventured into a spot of Banger Racing I had a rude awakening!

A rookie in banger racing was (is?) put at the front of the pack. So it was that I accelerated away at the head of the mass; remembering the lessons of the Greats I approached the first corner of the oval, moved to the left so I could aim the car at the apex and drift through in a perfect sliding arc...Embarrassing isn't it! You know –

and I soon found out – that immediately cars shot through on the inside forcing me off-line. That wasn't the only awakening that bangers afforded me as my ribs remind me, and so I happily returned to sprints/hillclimbs. It seems to me that in some ways we are especially privileged because in our competitions you *can* place the car as advocated by the masters since no one else is disputing the same piece of road...

Back to Dickie Meadon. In hyper competitive circuit racing what chance of setting up the car for a copybook line through each corner? So one must be able to control the car when "off-line"; and to maximize progress through the field the driver will actively dive into bends door-handling through with copious amounts of sawing at the wheel to hold the slide. I would contend that the incredible reactions shown by these young drivers have been honed by kart racing where you are always anticipating and pre-reacting to the physics of the situation.

When we watch amateur racing amongst drivers who own the cars we see more measured less manic styles. Perhaps in that sphere the classic advice which I swallowed still has a place. But as a spectator the racing provided by Dickie Meadon et al at the Revival is truly thrilling...

I feel certain that there are, among our members, those who have much better reasoning on this subject and I would be pleased to hear their views – especially face-to-face. But that will have to wait!

**Chris Davies**



Gordon Sheddon, who credits six years of radio control car racing for honing his skills as a youngster, leads ex-karter Richard Meadon at Silverstone Classic.



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

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

**Get involved**

**Be close to the action**

**Meet Other Club Members**

## **BPMC Pin Badges**



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

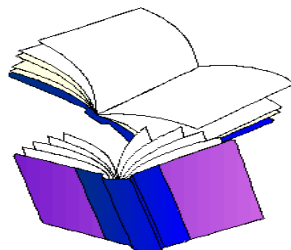
## **BPMC polo or sweatshirts**

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



**Sweatshirts & polo shirts are available in the following colours and sizes:**  
White, grey, light blue, royal blue and black - S, M, L and XL.

**Help raise funds for Wiltshire Air Ambulance**



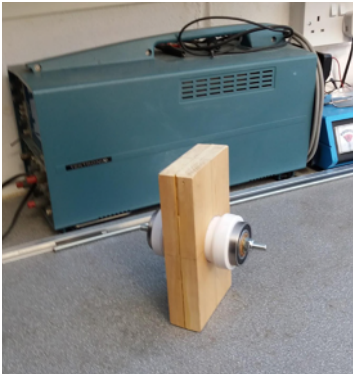
**Visit the bookshop [www.bristolpegasus.com](http://www.bristolpegasus.com)  
and use the Amazon link to buy books, CD's /DVD's**



# X2s Sportscar project

## Front uprights – the next steps

It's a little early for me to come out of winter hibernation, but I have had some inspiration for the front uprights. These are currently in mock-up form to get an idea of fits and dimensions.



The mock-up uses the actual wheel bearings, but has a wooden body and plastic bearing carriers. A plan is now forming to make a card template from the body and transfer this to sheet metal (S514 spec.).

Last year, I had a delivery of the rest of the steel needed and I intend to chop off a short length of T45 tubing (6 inches or so). After folding the sheet into a box shape, I'll have a go at welding this to the tubing and see what the weld strength /quality is like. The minimum length when ordering this stuff is one metre, so I can afford the odd mistake here and there...

The remainder of the material is to make the bearing registers (EN14) and the wheel /upright spindles (300M spec). These will need some turning and milling to fairly exacting tolerances. I'm still hopeful of finding a reasonably priced lathe and milling machine to do this. Failing that, I'll have to wait for Lockdown etc to end and call on the professionals.

Another design task will be to work out how to transfer the loads from the steering arms into the fabricated upright. One idea is to use a central internal tube running vertically inside the box section. Hmm, may depend on weld access that one.



I have a tame electrician on hand to put up some safety lighting in the workshop. The old strip lights 'fire' at a certain frequency which could coincide with the speed of a lathe or other rotating machinery. This can make them appear to be stationary even though they are moving at high speed. Also, the garage now has its own ring main so anything I do in the workshop shouldn't affect the house electrics – that's the theory anyway !

I could do some more work on the rear wing elements but, with the present low temperatures, the composite material suppliers suggest waiting until Spring.

The engine/powertrain was due to arrive in February. However, under the present restrictions, this will probably be delayed until we are 'released' again. I don't think the crank has been turned for quite a few years, so, there will be a bit of freeing up to be done, checking of cam lobes, bores etc. What fun awaits...

**Dave Cooper**

## 60th Anniversary Jaguar E-Type



Stefan Seigler 1960 Jaguar E2A, Goodwood



Sir Jackie Stewart's The Olde Favorite 1961 3.8 E-Type



Julian Thomas 3.8 E-type Linder Low Drag Replica



1963 Lightweight 3.8 E-type Competition Coupe No.9



Martin O'Connel 1961 3.8 E-type, Silverstone



Julian Bronson 3.8 FHC E-type



Leigh Morris - 3.8 E-Type Jaguar 'Green with Envy'

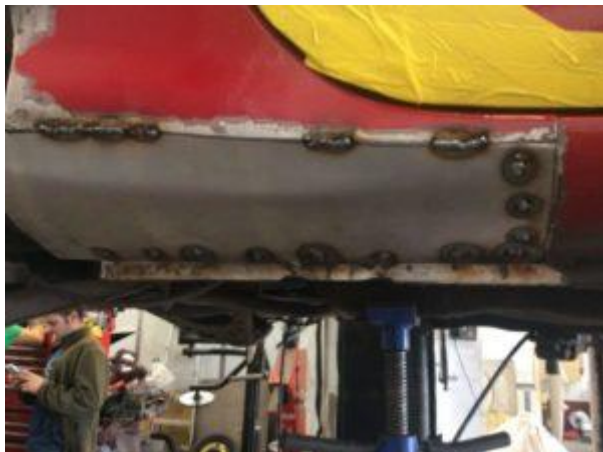


SCCA 1974 Group 44 Jaguar V12



With over 22 years experience in all things MX-5, SGH is your one stop shop

- Total Restorations
- Sill Wheel Arch & Chassis Corrosion Repairs
- Colour Changes/Resprays
- High Quality Welding
- Wheel Refurbishments
- Servicing & Mots



10% off for all Bristol Pegasus Motor Club Members with membership card.

For a free quotations and advice for restorations / repairs on all makes please contact SGH Bodyworks

By Phone :- 01179 414 010

e-mail :- [info@sghbodyworks.co.uk](mailto:info@sghbodyworks.co.uk)

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

SGH Bodyworks Unit 4-5,  
Beehive Trading Estate,  
Crews Hole Rd,

Bristol BS5 8AY.



## Fifty Shades of Red

Le Mans, Sebring, Silverstone, Nurburgring



My earliest recollection of anything associated with what I later learned was motorsport was a Matchbox M6 Racing Transporter in a resplendent BP Green and a dark green Matchbox D-type Jaguar when I would have been six.

I have no recollection of having had the single seaters which usually came with the transporter, I might have lost them racing in the sand on MacKenzie Beach, which these days sits at one end of Larnaca Airport in Cyprus.

Interestingly the Transporter sported decals naming the Le Mans, Sebring, Silverstone and Nurburgring circuits, but I was a slow reader so I would not claim that visiting 3 of those circuits and many others on numerous occasions had any influence on my life.

However the sinuous, even in Matchbox scale, D-Type most certainly fired my imagination and may have predisposed me to a preference for sports car racing over single seaters.

The following year Dad was promoted and posted back to the UK where my consciousness of the world picked up at an increased rate. The move coincided with swapping my Jack and Jill comic subscription for Tiger and Hurricane which introduced me to the adventures of the world's most successful racing driver, the eventual 12 time world champion, Skid Solo.

If I remember correctly, the comic, or perhaps it was another, also occasionally printed full page colour images of racing cars, one that sticks in my mind is of Richie Ginther in a Honda RA273 resplendent with a plate full of white spaghetti like exhaust pipes right behind his head.

Once my parents had found somewhere to live in the London suburb of Bexley Heath a television entered our household, along with the delights of Batman, Get

Smart, and above all Thunderbirds, on Sunday 10th September 1967, unbeknown to us, a ritual started which our family still engages with to this day.

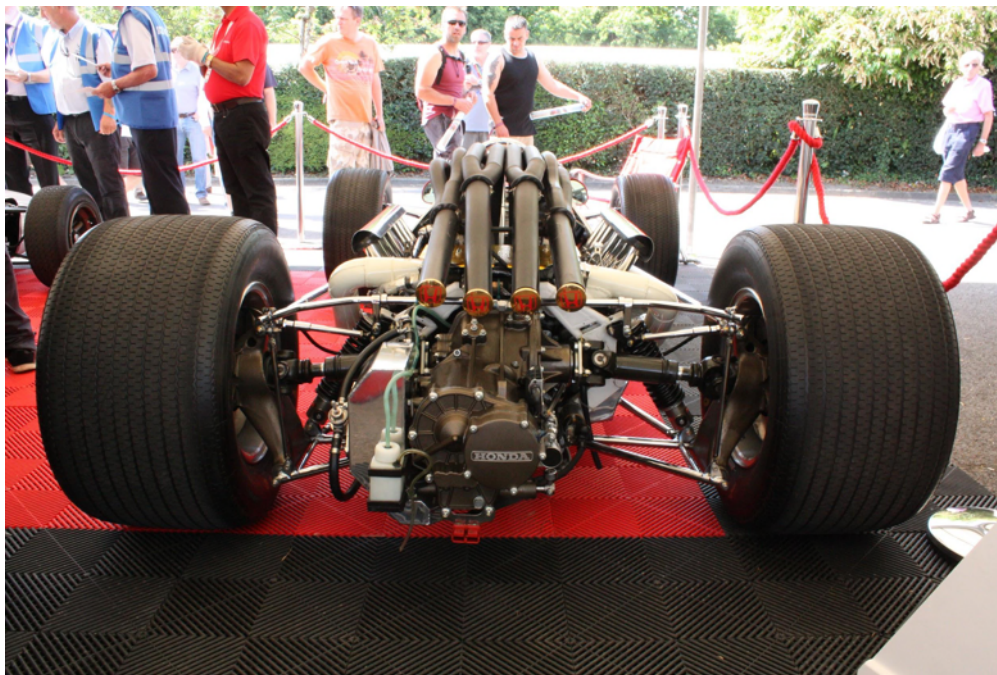
Namely we saw the final laps of our first Grand Prix live in grainy black and white on our new television with the measured, but nonetheless obviously excited, plummy tones of Raymond Baxter, just discernible in mono audio courtesy of Eurovision being beamed all the way to our house from Monza.

John Surtees was the winner in his easy to distinguish white Honda after a close fought battle with Jack Brabham at the end of a thrilling race. Initially Jim Clark had led then fell back a lap with a puncture, he then made up the lost ground only to run out of fuel before the finish.

The ritual of watching a Grand Prix together as a family gathered pace at a snail's pace, it was not until July 1968 that we saw another Grand Prix live on television, this time the British Grand Prix at Brands Hatch where 3 Lotus 49's driven by Graham Hill, Jackie Oliver and Jo Siffert, all with tall flimsy wings attached and Chris Amon's Ferrari scrapped for the lead which was eventually settled in favour of Jo Siffert in Rob Walker's Lotus from ever the bridesmaid Chris Amon.


Skid Solo provided a weekly infusion of motorsport related information aided by press reports of the 1968 London to Sydney Marathon, that was to become extremely addictive.

My interest in motorsport grew further with the arrival next door of a family with a son, Stephen who was my age and owned a Scalextric set that was more robust and engaging than the 00 train set my poor old Dad was engrossed in.



The view Jack Brabham would have had of John Surtees Honda at Monza

Ralph Colmar



brightside insurance  
is proud to support

The Bristol Pegasus Motor Club

Based in Bristol, we offer a different kind of car insurance experience - one that's affordable, fair and hassle-free even for those more unusual models.

Simply call **0333 414 9085**

Experience a new approach to insurance.



[brightsideinsurance.co.uk](http://brightsideinsurance.co.uk)

Brightside is a trading style of Brightside Insurance Services Ltd which is authorised and regulated by the Financial Conduct Authority (Firm reference number 302216).  
Registered in England and Wales No 04137311. Registered office: Brightside Park, Severn Bridge, Aust, Bristol, BS35 4BL



# **Bristol Pegasus Fantasy Formula One 2021**

## **Competition Details - Free Entry**

The Bristol Pegasus Fantasy Formula One competition is now into its 26th year and continues to be popular with members. Our rules differ a little from those found in the “real” F1 championship so make sure you read them carefully.

Entry is free and open to all club members. One family member may also submit an entry. Results will be published in Backfire each month and will be available between magazines on the club website.

Prizes – Whilst our Fantasy F1 contest is mostly for fun, a £20 gift voucher of your choice will be awarded to the winner. We will accept entries up to the first race – the Bahrain Grand Prix. Entries should arrive ( or be posted ) before the first race on Sunday 28th March - Good Luck !

## **Rules**

**You must pick any TWO drivers, any TWO teams and an Engine**

- **You have a budget of £110m; if you exceed this amount your team will not be accepted. For every £1m under budget, 5 bonus points will be awarded.**
- **Your driver must finish the race to score points**
- **Replacement drivers do not count, likewise if one of your teams doesn't complete the season, you cannot replace them. However the rest of your drivers/teams will still count and you will score points.**
- **Team and Engine scores are based on the combined score of both cars. Engines score half points.**
- **All participants have to pick a joker race, in the event of a tie at the end of the season your score from this race will count double.**
- **Points will be as follows:**  
**1st = 25, 2nd = 18, 3rd = 15, 4th = 12, 5th = 10, 6th = 8, 7th = 6, 8th = 4, 9th = 2, 10th = 1**

**The easiest way to enter is online at**

**<https://bristolpegasus.com/news/fantasy-formula-1/>**

**or Complete the entry form on the next page. If you do not wish to cut your Backfire send your entry on a photocopy or a plain piece of paper.**

Constructor	Cost (£M)	Race Drivers	Cost (£M)	Engines	Cost (£M)
Alfa Romeo	12	Kimi Räikkönen	8	Ferrari (Alfa)	6
		Antonio Giovinazzi	7		
AlphaTauri	15	Pierre Gasly	10	Honda (AlphaTauri)	7
		Yuki Tsunoda	9		
Alpine	20	Fernando Alonso	16	Renault	10
		Esteban Ocon	15		
Aston Martin	25	Sebastian Vettel	18	Mercedes (Aston)	13
		Lance Stroll	16		
Ferrari	20	Charles Leclerc	15	Ferrari	10
		Carlos Sainz Jr.	12		
Haas	10	Nikita Mazepin	5	Ferrari (Haas)	5
		Mick Schumacher	6		
McLaren	30	Daniel Ricciardo	20	Mercedes (McLaren)	15
		Lando Norris	19		
Mercedes	60	Lewis Hamilton	50	Mercedes	30
		Valtteri Bottas	40		
Red Bull	40	Sergio Perez	20	Honda (Red Bull)	20
		Max Verstappen	30		
Williams	8	George Russell	6	Mercedes (Williams)	4
		Nicholas Latifi	5		

## 2021 Fantasy F1 Entry Form

Enter online at <https://bristolpegasus.com/news/fantasy-formula-1/>

Send form to Andy Moss, 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP

E-mail entries to [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk)

You have £110m to spend on two different drivers, two cars & an Engine

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Engine :

Joker Race :

Name:

Address :

Telephone :

E-Mail

	Grand Prix	Circuit	Race date
1	Bahrain Grand Prix	Bahrain International Circuit, Sakhir	28 March
2	Emilia Romagna Grand Prix	Imola Circuit, Imola	18 April
3	Portuguese Grand Prix	Algarve International Circuit	2 May
4	Spanish Grand Prix	Circuit de Barcelona-Catalunya	9 May
5	Monaco Grand Prix	Circuit de Monaco, Monte Carlo	23 May
6	Azerbaijan Grand Prix	Baku City Circuit, Baku	6 June
7	Canadian Grand Prix	Circuit Gilles Villeneuve, Montréal	13 June
8	French Grand Prix	Circuit Paul Ricard, Le Castellet	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	Singapore Grand Prix	Marina Bay Street Circuit	3 October
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



## 2021 Events Calendar

Sun 18th April	Cross Trophy Trial - <a href="#">Enter Online</a>	Dundry
Sun 25th April	Breakfast Meet	
Mon 3rd May	Spring Treasure Hunt	TBA 7pm
Sun 30th May	Breakfast Meet	
Sun 6th June	ACE Classic Tour	
Sun 27th June	Breakfast Meet	
<b>Sat 10th July</b>	<b>Llandow Sprint</b>	<b>Llandow</b>
Mon 11th July	Evening Car Tour	7pm TBA
Sun 18th July	Summer AutoSolo	
Sun 25th July	Breakfast Meet	
<b>Sat 31st July</b>	<b>Track Day - <a href="#">Enter Online</a></b>	<b>Castle Combe</b>
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

**PLEASE NOTE DATE CHANGES FROM LAST ISSUE IN BOLD RED**

**We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: [backfireATbristolpegasus.com](mailto:backfireATbristolpegasus.com)**

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

**From The Editors Archive**



Mike Cole, MGB GT, Pegasus Sprint, Castle Combe, 2019