

# Backfire

**Bristol Pegasus Motor Club Magazine**



Congratulations to Matt Hillman who recorded FTD at the Pegasus Sprint in his Dallara, photo Andy Moss



**November 2020**

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**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**

## Nick's Natter

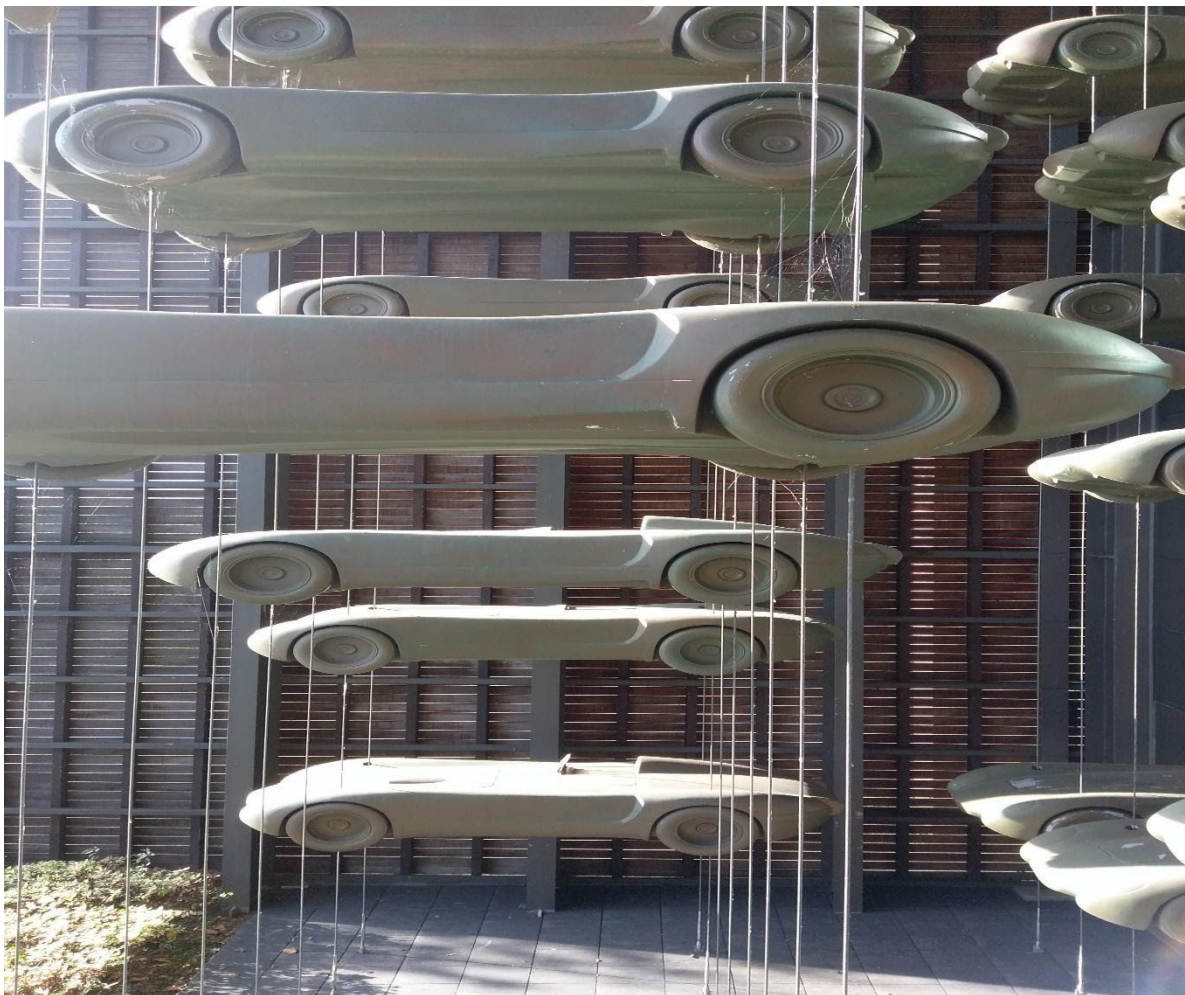


Hello everyone,

We had an excellent sprint on the 17<sup>th</sup>. A big thank you to everyone who helped and competed. The day was a great success. Even the weather was kind to us. It was brilliant to see the single seaters out on the track. We ran a different format this year because of all the restrictions but it ran so well we might do the same again next year.

I'm hopeful that I have found a new venue for the breakfast meet, to begin in the New Year when things should've returned to normal.

The Schlumpf Museum



Nick Wood



## Editorial

Wow what a cracking end to the the clubs sporting year the Pegasus Sprint proved to be. The final results ranked 108 competitors which with a minimum of four runs each works out at 432 timed runs excluding reruns.

A huge appreciation to all including the club organisers, marshalls and Castle Combe staff concerned with running this event, in which it was a pleasure to compete for the first time while sharing Madge with another Pegasus debutant Dave Cooper.

As is to be expected with the increase in pandemic cases there will be no more club events until further notice, the annual accounts should be at the back of this issue and arrangements for the postponed annual general meeting will be made known in the fullness of time.

My thanks to contributors, Martin Baker, Dave Cooper, Alan Dillamore, Phil Jones, Tim Murray, Andy Moss, Ken Robson, Nick Wood and Richard Reynolds for ensuring you can read this on your device.



Madge entering Tower, photo Andy Moss

# Events Calendar



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

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

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

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

## 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.



Neil and Carol Thomas after a days marshalling at the Pegasus Sprint



## Pegasus Sprint Paddock



Simon Kirton Exige 1st Road Going upto 1800cc



Nick Stephens G4 Road Going Specialist upto 1800cc



Ben Rolls Sprite 1st Mod Prod upto 1400cc



Nicholas Olson 1st Mod Prod over 1800cc



Simon Clemlow Radical 1st Sports Libre upto 1800cc



Carole Torkington OMS 1st 1100 - 1600cc Racing Cars



Graham Blackwell Mygale 1st Over 2000cc Racing Cars



Nick Smith TR6 1st TR Register





Richard Williams Porsche Boxter



Andy Raynor Iota P1 01



Samantha Browne TR4



Geoffrey Kershaw Ford Focus



John Pick AMS Murtaya



Carole Nicholls Nike Mk4



Bruce Atkinson Alfa Romeo GT Junior



Cavendish / Slade MGB GT Sebring



## Pegasus Sprint



Andrew Till Fiesta ST 1st Road Going upto 1400cc



Matthew Bennett 911 Turbo FTD BPMC 1st Class B



Jeremy Davies 1st Road Going over 1800cc



Jon Dee Integra 1st Mod Prod 1400 - 1800cc



Chris Goodreds Caterham 1st Mod Specialist



Chris Buckley Radical Sports Libre over 1800cc



Dave Philips Nova SR 1st Rally Cars



Chris Jones Force 1st Racing Cars upto 1100cc





John Brunner Ginetta G20



Roger Banks VW Golf R



David Nursey ALFA Romeo Brera



Tim Painter Aston Martin Vantage GT4



Simon Pollock Toyota MR2 Mk2



Graham Beale Ginetta G33



Malcolm Redgewell Renault Clio 182



Stephen Baxter Peugeot 205

**Photos Courtesy Andrew Moss more at**  
<https://gallery.bristolpegasus.com/2020>

## It's an uphill struggle

*By 'eck lad, that was a good clear-out...*

The urge came to me during our special 'Lockdown husband and wife bedroom activity'. No, steady, it's not what you think.

All during (the first...) lockdown, as we wandered around the village, I got into the habit of popping into the local post-office store to buy the Classic Car Weekly. Although she is not a classic car fan – or indeed a car fan at all – for some strange reason she did manage to get something out of the CCW crossword and word search. Plus, the 'can you spot what's missing' picture. We found it best done tucked up with a late-night cup of tea. It's an evolutionary thing and you younger readers will get there one day. Anyway, the CCW does have some interesting market views and its always 'recent' so I started to get the inspiration to have a bit of a clear out. Funny old world isn't it?

I started with the C63 Black Series. On the one hand, the very reason why I bought it over 3 years ago was because it had pretty much all the qualities of a Maserati MC, but it was better built and had a (far) better gearbox. But I now know that buying a tiny miler is not the most sensible thing for someone like me. I like driving them and the problem with modern 'collectibles' is that their value is closely related to their tiny mileage. So, you tend to think twice about using them. Starting with 3800 miles became a bit of a barrier.

By the time it went for sale, it had 11700 on it and it was as perfect as the day I bought it. Not a mark on it and a full history. I felt comfortable that I was passing on a good one



I spoke to a couple of dealers who did what dealers do...sucked their teeth, told me about something I already knew (Covid is creating uncertainty – who would have thought?) and tried to place all the risk on me. Well, I didn't come down with the last rainfall, so, I elected a different route and decided to use 'The Market', the less than 2-year-old online classic car auction site. It was a super experience and

you don't often say that when selling a car. I would use them again without hesitation.



They photographed it to death (200 pics) and had a journalist write the summary, being good enough to run it by me for accuracy. All very professional. I elected to take it to them in Abingdon and use their service for managing the whole transaction. With only a 6% sellers fee and zero buyers fee, it's a world away from the traditional auction process. It went, without a hitch, to a seemingly deserving owner in London, who is clearly a petrol head

The Fiat Punto will go next, now that young Owen has passed his test in it. We've had this Punto Evo 1.4 GP for 6 years and it's been cheap and reliable. Most importantly it's a Fiat of course. I suppose it will go on eBay and it's not worth much now, but someone will get a good reliable car.

And it doesn't end there. At the end of June, Lloyd and I 'swapped cars' (as you do in families) and I now have the Elise S2 and he now runs the Exige. He managed to blag some discounted Cup 430 Type 25 wheels and a few other bits and bobs and it does look good. After a proper service, its ready for its next stint in the Jones family. At 22.5K miles it's got a lot of life in it and these Toyota engined Lotus' are super reliable. Decent on fuel too.

I gained further stripes from the C.O by selling my 'Burger Van' covered trailer



which I used to store down in Newport in a nice, dry, warehouse. I was spending a grand a year storing it and, although we are below sea level here and its generally flat, even the slight incline in my yard meant that I was pushing and shoving a 1.2 ton trailer by myself when the boys were not around. Rather than have a heart attack I decided to go back to an open, lightweight, trailer. So, I have bought a smaller BJ like the one I used to have. It fits in one of the garages perfectly and I can store a car on it so, space-wise, it's not too bad.

Next will be the Elise. I have been using it (and, enjoying every minute, unfortunately) but if I keep it then it's another one to look after. It's gone down to Marcos Joe's (otherwise known as Redline Sportscars) to sell. The paintwork is pretty tatty but it's on the button with 45K and uses not a drop of anything.

It would make a great daily or track warrior for someone and could be refurbished over time. Given that Elise prices are strong, whatever gets spent on it will return when its sold so it's a pretty bullet proof proposition.

Of the 58 cars I have owned, my 'best driver' list is topped by the various Lotus' I have had. The others to get on the top list are the Porsche 928 and the little Alfasud. Many others have been brilliant cars – faster (C63, SL55), more comfortable (XJS, S Class Mercs), more exotic (Espada), more focussed (the competition cars) or more practical (everything).

Dear readers, what's your top driver ever? Tell us about it in Backfire – you don't have to have owned it, just driven it. I would love to read a column entitled...'*The best car I have ever driven is...*'



***And the 'Dick of the Day' prize goes to...the idiot that sold a rare, '86 ½' 928S2...Manual...***

Anyway, I usually manage to focus on the next thing rather than the last and I am like a bottle of pop thinking about the Esprit S2 and the 124 Sport Coupe coming home. That's going to be a fabulous pairing. Two metres apart of course...

**Phil Jones**



# X2s Sportscar project

## Engine Stand, Test pieces and Castle Combe



Project progress has been very slow and somewhat spasmodic of late. Work on the engine stand (one half of which is shown in the photo), has involved more complex welding than existing skills permit. However, it does show that the basic approach seems ok. The weight of the Mazda V6 powertrain

is around 215 Kg. The “H” frames (2 of) have a ‘braked’ castor wheel at each corner and will easily take the weight of a full-grown adult – ie me. So, each castor will support around 26 kilos when offered up to the rear bulkhead of the tub.

Construction-wise, the wooden members are from an old bunk bed but fitted with new threaded tension bars to hold the cross members in place.

Mounted on the wheelable base, the metal “H” frames have an interface joiner that fits up inside, this is the weakest point of the whole structure. I’m currently experimenting with a sunken welded tube joint on one stand and



a ‘bolted-through’ welded structure on the other. We’ll see which one wins on strength /stiffness overall...



The first wing test piece was not a success due to the expanding ‘foam-in-a-can’ approach leaving largish voids around the main spars. Using solid foam (actually, a very nice quality of dense insulation board), gave much better results (see photo). There is still some profiling work to do getting a good

fit around the spars but this looks to be more promising. I may need to make a jig to accurately ‘groove’ the foam to the exact tubular dimensions of the various spars.

Tests with different bonding agents have shown that the foam will take almost all types of adhesives including GRP epoxy resin. As the composite materials are mainly time-expired and, temperature sensitive items, I may leave the finishing work on the wing elements until next spring /summer along with the remainder of the internal tub panels.

I must say that I really enjoyed the Pegasus Sprint despite being painfully slow (but, safe)...Madge behaved perfectly and big thanks to Ralph for giving me the opportunity to knock off nearly 40 years of rust ! I think we are both really looking forward to the Classic Marques Championship events next year – an interesting mix of sprints and hills with results calculated on a handicap basis. Combe's weather was kind and the circuit much as I remembered it (excepting for the two chicanes that is ). I had done a little (left seat) track day 'tuition' here in the intervening lapse years, but, coming out of Tower I was still surprised how quickly Bobbies came up. Photo Dave & Ralph Courtesy Alan Dilamore.



I'll continue to try and improve my welding skills over the winter – got to get some heat into the workshop somehow – making brackets etc. Nothing has really turned up on the 'ready-to-run' upright front but I do now have all the materials in stock to make some. 'Hobby' lathes look too small for this work and the commercial machinists aren't showing much interest. So, I may have to shop around for a second-hand lathe and drill / mill...Also of interest is a 13" wheel, disc brake rotor / bell and 4-pot calliper to use as a space model for the front upright design – even damaged items can be helpful if the mountings etc. are still intact. If you have any of these items please get in touch, will collect, TIA :- [dave32cooperATgmail.com](mailto:dave32cooperATgmail.com)

**Dave Cooper BPMC 06/11/2020**



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

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**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.

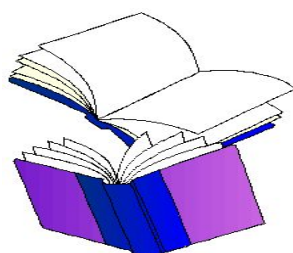
## **BPMC polo or sweatshirts**

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## Club Facebook Group - This Month

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



- Pegasus Sprint Photos and Video
- Motorsport UK Updates
- Bristol Cars
- 75th Anniversary including ERA, Bugatti and Lightweight Special at Filton
- An A30 van for sale
- Cobra Kit repairs
- Duncan Pittaway at Goodwood
- Sam's Legend Racecar build
- Banger Racing in the 80s
- Mike Wilds in a Porsche 956 Group C Car
- Castle Combe race programs from the 50s

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

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

## New Motorsport UK RS Clubman licence from 2020



**For 2020 Motorsport UK is introducing the requirement for all competitors to hold a new RS Clubman licence as a minimum, which will be free of charge.** If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

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



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Bristol BS5 8AY.

## 50 Shades Of Red

As autumn started to close in it was time to prepare for Madges final event of the year our very own Pegasus Sprint. Preparations were minimal just as well as I was away in Hatfield for the preceding week and just as I was about to head home it became apparent that I was not going home for at least another week due a quarantine scenario at home.



Fortunately I had left all of my kit in Madge after Goodwood so I had no urgent need to get into the house. My company kindly paid for me to spend a couple of nights in a local hotel, to ensure my availability for work the following week and I spent a couple of nights airbnb'ing at a former ecclesiastical residence in Little Somerford not too far from Castle Combe.

On the Friday I arranged to go for a spin with Dave Cooper so that he could familiarise himself with Madge and her idiosyncrasies, which are limited to the possibility of accidentally hooking reverse from 5th instead of sixth, not the wisest gear selection pattern on a close ratio box obviously designed for competition and at some point I might look at fitting a gear lever gate lock to prevent it happening in the heat of competition.

Dave's wife Liz offered to make sandwiches and coffee for the following day which was much appreciated and after a lovely hot airbnb bath I was in bed by 5:30pm ready for a good night's rest.

I awoke to the sound of my phone ringing promptly at 8 but it was still pm, a neighbour from home couldn't get her caravan down the lane outside our house and did I know who the white Berlingo belonged to..... must have been 1am by the time I managed to get back to sleep, best laid plans .....

It was pitch black as I left the airbnb and headed for Castle Combe I wanted to be in early as queuing to get in holds no appeal at a time when I'd rather be fitting my timing strut and enjoying a coffee, fortunately the Thompsons were on the gate raring to go as they ticked me off their list and waved me through.

By the time Dave arrived I had the strut fitted and had enjoyed a bacon, egg and sausage roll washed down with loads of coffee and the disturbance of the night before had been long forgotten.

Having seen plenty of practice lap indiscretions around the circuit over the previous ten years during Pegasus meetings I was relieved to find the track was dry and pitlane exit traction was good as I headed out on my practice run, I took Quarry in a very sedate third gear in anticipation of embarrassing surprises and likewise after a few seconds in fourth gear approaching the Esses it was back down to 3rd which I



held until I exited Old Paddock.

Again I had a few seconds in fourth approaching Tower but selected 3rd before turning in and held it all the way on the approach to Bobbies by which time I clocked red flags for an ALFA Romeo that had missed the turn in to the chicane.

I cruised slowly back round to pits and off I went for a second attempt at a practice run a little less cautiously but changing gear at the same spots. Avoiding any drama was the order of the day.

Not quite the slowest run of the day but much closer to it than to the class leading position held by a Mk 3 turbo MX5 rumoured to have had 400hp available !

Dave also went along the no drama route, a relief since he had little experience in the car and had not competed here since the chicanes had been installed.

For my first timed run I proceeded much as in practice but had enough speed to take Old Paddock in fourth which felt comfortable and by the time I got back to the pits I felt the whole run had been strangely effortless, the results showed an improvement of 7 seconds, still miles off the front running class pace but a handy improvement.



For lunch I had Liz's superb chicken sandwich, during the break I also had a quick wander round the paddock to catch up with old acquaintances and took a few snaps of the typically eclectic machinery, from Terry Graves 3 ½ litre Ford HB powered Gould single seater to Keith Riches pre war sub one litre supercharged MG PA being put to the test.

The afternoon runs were similarly drama free going sufficiently quickly to leave Madge in fourth going through Quarry found me three more seconds, I was tempted to try Tower in fourth on the last run but at the last moment selected third mindful of wanting no drama and to ensure Dave got his final run.

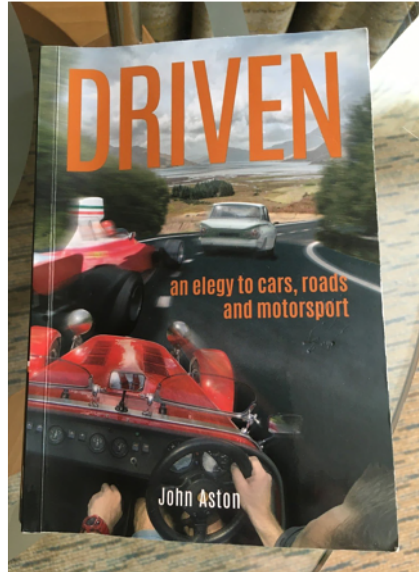
By the time I was back in the pits I could not wait for next season to begin !



**Ralph Colmar**

## **DRIVEN an elegy to cars, roads and motorsport**

**by John Aston**



As many of you will know I first made contact with the club through Tim Murray whom I got to know virtually through Autosports online The Nostalgia Forum where all manner of spectators, photographers, journalists and competitors from the days of the not so distant past chat about all manner of motorsport myths and minutiae.

One of the denizens of the forum I have become acquainted with over the years is Yorkshireman John Ashton, very much an enthusiast who's interest in motorsport began with magazines in the '60s progressed through marshalling and spectating in the '70's and '80's and culminated with the ownership of a couple of Caterham 7's until he replaced his last with an MX5.


It was while reading a copy of a recent MX5 Softtop Hardtop Owners Magazine that I became aware John had published a book. I was so enthused I won a copy in the magazine competition and have just finished reading it.

Driven covers John's transition from a plane spotter to a car spotter, his marshalling experiences at Rufforth, Harewood and on the RAC Rally while the second half of the book covers a the 2016/17 as a spectator at 20 odd events from Goodwood to local grass track along with drag events, sprints and a rally all taken in.

Parts of John's self admitted self conscious, and sometimes self deprecating style, had me in stitches particularly the chapter on his visit to Charlotte, North Carolina for a NASCAR race and description of a hot chocolate he ordered at his local Croft circuit. If you have ever had difficulty explaining your passion to third parties this book might just help give an insight to the unenlightened.







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## Automated Membership System

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

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

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

## Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on [bbbishop132A@hotmail.com](mailto:bbbishop132A@hotmail.com)

## Bristol Pegasus Fantasy Formula One 2020

The remaining races of the 2020 calendar are below.

14	Turkey	Istanbul	15th Nov
15	Bahrain	Bahrain	29th Nov
16	Sakhir	Bahrain	6th Dec
17	Abu Dahbi	Yas Marina	13th Dec



Ferrari and Felipe Massa scored a straight hat trick of wins at Istanbul, last time in 2008 with Felipe at the wheel of an F2008 like the one seen above.

## Fantasy F1 – 2<sup>nd</sup> report

As I write this there are 6 races to go in the 2020 Championship, Hamilton is odds on for title number 7 to equal Schumacher's all time record, having equalled his number of race wins of 91 at the last race. As the actual F1 Championship looks like a predictable 1 horse race, nothing could be more exciting than the BPMC Fantasy F1 Championship as it will go to the wire this year. For this report I will focus on our own Championship, as that's where the real action is.

### **Don't Put all Your Chips on Red!**

Red Bull that is. At the time of my last report Chris Bennett had taken an early lead having spent most of his budget on a Red Bull chassis, engine & driver in Max Verstappen. As I write this Chris has fallen to 13<sup>th</sup> in the standings which is ironic as we all know what number 13 means. The winning team will be a balance of the chassis, engine & driver combination that picks up the most points. Although that may be obvious you still have to choose wisely within your budget and not put all your eggs in one basket.

### **The Championship that Matters Hots Up**

Yes, the BPMC Fantasy F1 Championship is where the action is with 6 races to go. Barring a run of highly unusual results your podium is likely to be made up of Simon Moss, Alyson Marsden and Sam Thompson. Joe Robson (my B Team) is also in the mix but as stated in my last report has been excluded from this year's Championship. After the Eiffel Grand Prix only 12 points cover the top 3 teams so the results of the last 6 races will determine who will win. Looking at the teams in more detail it really is a tough one to call as evidenced by the fact that only 12 points separate the 3 teams after 11 races. My theory is that most of your money should go on the chassis & engine but Simon Moss has managed to strike a combination with Mercedes, Red Bull & Verstappen in the same team which is currently leading the standings. Simon and Alyson Marsden are also helped by the unusual win of Alpha Tauri which netted them maximum points for that race in one swoop and has helped give Alpha Tauri more points than would normally be expected.

### **The Thompson Family**

This year sees the emergence of the Thompson family with Sam in 3<sup>rd</sup>, Tom in 5<sup>th</sup> & Chris in 8<sup>th</sup>. Coralie is in 15<sup>th</sup> otherwise a Top Ten showing from the whole family would be very impressive. Perhaps next year a family team discussion when selecting teams will result in all 4 being in the Top Ten.

Of course the stand out performance is that of Sam who is likely to finish on the podium and may even win the Championship all together. Looking at the top 3 teams I cannot see Alpha Tauri repeating their unusual win which would play into Sams hands as Simon & Alyson both have Alpha Tauri in their teams. Having said



that Simon has Verstappen as a driver and Alyson has Mercedes as a chassis, so it really is a tough one to call. All you can guarantee is that the BPMC Championship is more exciting than the actual F1 Champions and at a tiny fraction of the cost.

## **The Wooden Spoon**

Of course my article would not be complete without a bit of ribbing to a below par performance as Ralph discovered this year. It certainly seemed to work as this year Ralph has improved markedly and is currently 6<sup>th</sup> in the standings and a Top Ten finish is all but guaranteed. Looking at the latest standings Andy Moss is well and truly established as the back marker as with 216 points has almost been lapped 3 times by the current leader Simon Moss on 640 points. That must make for an interesting conversation at mealtimes!

This is all very disappointing as some years ago Tim Murray organised a Motorsport Quiz at a club night. Teams were in pairs and I was teamed up with Andy Moss. The first section was on F1 and we took an early lead as the only team to get a maximum score. We both agreed it wouldn't last and sure enough we finished 4<sup>th</sup> just off the podium. I felt I amply demonstrated to Andy the benefit of some F1 knowledge and then he picks a team so far off the pace it would struggle to compete in a Castle Combe club race! Needless to say I'm sure he will be reminded of this many times by Simon, especially if he ends up winning the overall Championship.

## **In Other News**

This year's F1 Championship has not been the most exciting to watch as one driver dominating and driving into the distance does nothing to make the series exciting or interesting. One can only hope for rain to shake up the order in the final 6 races as the calendar now extends well into December. The Piranha Club is still alive & well at Racing Point who did the dirty on Sergio Perez by ripping up his contract and giving his seat to Sebastian Vettel (Why?). They seemed to have totally ignored the fact that Perez's actions saved the team from bankruptcy a few years ago. Racing Point will be renamed Aston Martin next year after Lawrence Stroll bought the ailing British manufacturer recently. So Vettel continues in F1, if his form in recent seasons is anything to go by, that is a decision the new Aston Martin team will well & truly regret.

## **Down to the Wire**

So, who will win the only Championship that matters in 2020? Will it be Simon Moss, Alyson Marsden or Sam Thompson? Only time and the results will tell but it is refreshing to see the younger members of the club fighting for the honours. Long may it continue...

**Ken Robson**

## Bristol Pegasus Fantasy F1 - 2020

### Positions after Emilia Romagna GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	763
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	748
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	736
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	709
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	690
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	681
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	673
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	671
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	663
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	651
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	640
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	636
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	628
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	614
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	609
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	607
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	607
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	602
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	598
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	596
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	593
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	588
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	582
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	550
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	541
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	506
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	469
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	426
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	391
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	359
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	269

**Tim Murray**



## Backfire Bits - Pegasus Sprint Feedback

**Thanks to everyone involved in running the Pegasus Sprint - we received some nice feedback which is a credit to all those who helped - we could not do it without you all.**

"Thanks guys for a very well run and enjoyable day"

"Great marshalling for the 500's as ever"

"Thanks to all involved in running such a pleasurable event to compete in"

"It all ran very smoothly which was good"

"Great end to the season"

"The speed of getting folk to the line was great"

"First time at CC, impressed by the clubs organisation & friendly atmosphere, many thanks"

"A really well run and friendly event. Thanks to all involved"

"It was fantastic, my thanks to everyone involved"

"Excellent day -- thank you"

"Good initial entry forms and other digital documentation, well run on the day with not too much queuing, clear prompt results - well done to all!"

"Brilliant event at Combe today. Many thanks to you and all the team"

"Covid prep and execution were first class and well observed by the drivers"

"Great day & very well organised under difficult conditions. Thank you very much to all the team"

"Please could you pass on some "thanks" to everyone involved yesterday. Was my one and only event of the year, and really enjoyed it"

"Thank you for a great day!"

"Event much enjoyed. My thanks to all organisers and marshals"

"Thanks for all your efforts. Really fantastic day. Thank you to the team"

"Thank you, great day see you next season"

"Big thank you for a wonderful days sport on the 17th. Organisation was superb and very efficient under very difficult circumstances. Even got home before dark . Well done"

"Great days motorsport. Thanks to everybody well organised as usual & of course good weather"

"On behalf of all three of us from the 500 Owners Association, we had a great day and thoroughly enjoyed ourselves. The organisation was very polished and smooth and accommodated the idiosyncrasies of our cars perfectly. The meeting was the ideal finale for what has been a difficult year for all competitors."

"A big thanks to all the organisers and marshalls for a great event"

"The Pegasus Sprint was a very enjoyable, well run event. Thanks to you and all your helpers for working so hard to make it happen during such a difficult time - much appreciated"

"Thanks for a well run event and being prepared to run one under the current conditions. The lollipop pole starting procedure was fine , the lining up rate worked well, marshalls well coordinated resulting in a pretty smooth flow without too much delay in the assembly area. And .. you got the weather right."

## Bristol Pegasus Motor Club Balance Sheet

The directors present the abbreviated accounts of the Bristol Aeroplane Company Motor Club for the year ended 31st October 2020, the AGM to approve these accounts has been postponed until further notice.

THE BRISTOL AEROPLANE COMPANY MOTOR CLUB							
BALANCE SHEET AS AT 31 OCTOBER 2020							
				Note	2020	2019	
					£	£	
<b><u>FIXED ASSETS</u></b>							
Tangible Assets				1	11370	11370	
<b><u>CURRENT ASSETS</u></b>							
Stock for resale					680	475	
Prepayments and Accrued Income					500	355	
Investment Account					19120	19120	
Cash at Bank and in Hand					12085	10461	
					32385	30411	
<b><u>CREDITORS</u></b>							
Amounts falling due within one year -							
Sundry					0	0	
Accruals and Deferred Income					1617	1176	
					1617	1176	
<b><u>NET CURRENT ASSETS</u></b>					30768	29235	
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>					42138	40605	
Represented by:							
<b><u>CAPITAL AND RESERVES</u></b>							
Balance brought forward					30835	29231	
Revaluation Reserve					9770	9770	
Net Surplus/(Deficit) for the year					1533	1604	
					42138	40605	

I certify that this is a true copy of the balance sheet approved by the board.

For the year ending 31st October 2020 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476. The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Martin Baker Director 5th November 2020

## 2020 Events Calendar

Date	Event	Location
Mon 14th Dec	AGM & Club Night	Postponed until early 21
Sun 27th Dec	Autosolo	Cancelled

## 2021 Events Calendar

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

## Remember When



GMC sold a 280hp 4WD Syclone pickup truck which Car & Driver certified as being 0.3 seconds quicker than a 296hp Ferrari 348ts over a ¼ mile ?