

# Backfire

**Bristol Pegasus Motor Club Magazine**



**Congratulations to Stephen Miles FTD 2021 Pegasus Sprint**



**November 2021**

# **Contents**

**Nick's Natter**

**Editorial**

**2021 Events**

**Invitations**

**Pegasus Sprint Saturday 16th October**

**Fifty Shades of Red**

**It's an Uphill Struggle**

**Fantasy F1**

**Notice of AGM**

**Annual Accounts**

**2021 Calendar**

## Nick's Natter



October was a good month for motorsport, starting with the Pegasus Sprint. Thanks to all who helped, competed and spectated. We had many compliments from officials and competitors alike. Everyone seemed to enjoy themselves and the event ran smoothly. British Sprint champion Steve Miles in his Van Diemen took FTD.

Then on Saturday Oct 30<sup>th</sup> Mal, Martin Emsley and I went to Silverstone for the Motor Racing Legends GP Meeting. There were some amazing historic cars; Jaguar D-Types, GT40s and even a Mercedes Gullwing racing. We also saw Duncan Pittaway in his Plymouth Barracuda. An excellent day was had by all and we finished it off with a lovely pub meal on the way home. And to round off the month the last Breakfast Meet of the year was attended by a few hardy souls who braved the weather.

### ***Mercedes Gullwing:***



**Nick Wood**



## Editorial

Welcome to the November edition of Backfire coming to you from a new Backfire towers on the wrong end of the M4 just inside the M25 !

The month started having to buy four new tyres for Madge, a puncture and non availability of my preferred brand in the correct size meant I needed a fresh set, these were fitted the day before Dave Cooper and I were due to go to Goodwood so I had another excuse for a brisk jaunt around Devon to run the new tyres in.

This year Goodwood, unlike last year which started really wet and finished dry, was the opposite as a consequence Tunbridge Wells MC & Sevenoaks & District MC did really well to squeeze the whole entry list through a couple of times before the heavens really opened up.

Spots of rain and memories of a faux pas at St Marys last year led to me to taking the no drama option a bit too seriously but no matter, I was latter offered the chance to go out with the track really sodden and I took it and was glad to find I could put last years faux pas in the rain behind me.

A more detailed account of our Pegasus adventure can be found within along with photo's from Liz Cooper and Andy Moss.

Unfortunately work interfered with my planned attendance at the final Breakfast meet of the year.

In this month's issue Phil Jones shares his latest adventure to Cornwall. Thanks also for the continued flow of contributions from; Tim Murray, Richard Reynolds, and our Chairman Nick Wood.

Wishing you all a safe month's motoring.



Ralph Colmar

# Events Calendar

## Notice of AGM Monday 13th December 2021

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2021 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

### Invitations

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.



7-DECEMBER Steve Soper, above at the Norisring DTM in 1990, on his Motor Racing Career.

### Bill Farrow Road Sport Car Cup



Thank you so much for the beautiful tribute to my granddad; Bill Farrow. He is missed so much every day but lives on in the morgan. A massive honour to present this award and even more so to bring the Morgan along to Combe once again. So looking forward to bringing the Morgan to the Pegasus events again. Lovely to meet you Sam Thompson and hopefully to meet you again!

**Laura Farrow / photo Jamie Baker**



## Pegasus Sprint Saturday 16th October



David Lewis - Austin A40



Tim Painter - Aston Martin Vantage



Nick Smith - Triumph TR6



Keith Riches - MG PA



Andrew Webber - Lotus Europa



Mike Wilds - Osella PA2 Abarth



Terry Graves - Gould GR37



Charles Mcevoy - MG PA Racing Special

Photos Andy Moss more on [BPMC fb page](#)



## Pegasus Sprint Saturday 16th October



Patrick Homes, Caterham Roadsport Winner B2



Nigel Smith, Ford Escort Winner C2



John Fordy, Porsche 911



Peter Rigby, Osella PA2



John Brunner, Ginetta G20



Trevor McMaster, Ginetta G32



John Weedon, Triumph TR4



Charles Mcevoy, MG PA Special

**Photos Liz Cooper more on [BPMC fb page](#)**

## 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@hotmail.com](mailto:bbbishop132@hotmail.com)

## Club Facebook Group - This Month

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

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Pegasus Sprint Updates and Photos
- Event invites including Tavern and Bath Navigation Events
- The Bill Farrow Memorial Trophy
- MGCC PCT
- Trailer For Sale
- Santa Pod Drag Racing



**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.



## Fifty Shades of Red

This years Pegasus sprint marked the completion of two earth orbits of the sun since I decided to get involved with the Classic Marques Speed Challenge while marshalling at the 2018 Pegasus Sprint.

My day started a tad late but with dry roads just off the M32 Junction with the M4, optimistically I set off with Mages roof down, a decision that looked a smidge optimistic as I headed east on the M4 toward dark grey clouds that appeared to be hanging over Castle Combe.



As I arrived I bumped into Bob Bull and Sam Thompson with Bobs 1.8 Mk1 MX5 in the very spot and running the same numbers in the road going class as Dave Cooper and I were last year, this year Dave and I were camped with the Classic Marques competitors

As it turned out, aside from a small hold up due to fog the day remained dry, though it was not until the 3rd run of the day that the track had a completely dry line.

While waiting for the practice run to get underway fellow Classic Marques competitor Howard Barnard related his adventure the previous night involving a sibling, beer and a fruity vodka nightcap !

Rob Toon driving his trusty Morgan was fastest in the CMSC class during practice followed by the Griffin mounted Mark Everett and a not too obviously the worse for wear Howard in his turbo MX5 NBFL.



Waiting for the first timed run Rob told me about a visit to Le Mans a while ago where he was invited to take some European journalists for a ride around the circuit, going 'plus vite' at the request of a jovial Frenchman and doing his best to terrify a less than warm German !

Howard led the CMSC field on handicap after the first timed runs with Rob Offord driving a stunning lap to place 2nd in his MGB and Mark bringing the Griffin named Griffolo in 3rd.

Liz Cooper made a fabulous round of ham sandwiches for Dave Cooper and I to enjoy over the lunch break while John Brunner was telling us he was glad to be making progress with his gorgeous green Ginetta G20, despite having a less than optimal 3.8 differential fitted.



After another short delay, early in the 2nd timed runs, it was Mark Everret who finished top of the handicap ranking the only runner below 65, Howard, below 66, was 2nd and Steve Small and his mighty TR8 came up to third a fraction over 66 !

While Howard tweaked his roof mounted vortex generators ..... Tess Everett broke out some delightful fruit cake to inject an end of term party feel to the occasion before the final blast of the day to settle the final result.



Mark came out on top, after a twitchy lap in the Griffalo converted into a .45 second improvement that left nothing on the table. Howards 1.04 second improvement cemented his second on handicap and Steve Smalls improvement was enough to claim 3rd on handicap.



At the back of the Classic Marques field Dave Cooper and I made steady improvements through the day. Dave finished with a 12 second improvement on his PB from last year while I managed to bring my 2020 PB down by five seconds.

Half a second of my improvement came after watching former works Ensign, and sacked Stanley BRM driver Mike Wilds approach Quarry without any obvious sign of



braking in his Osella ! This prompted a rash 'hold my beer' moment as perhaps foolishly I tried to emulate him !



As a consequence I found myself unintentionally taking Quarry in 4th with enough tarmac and revs to neither start mowing the grass or bog the engine down ! The outcome allowed me to pip David Gallimore in his Scimitar GTE to 15th in the final standings.

At the end of the day I managed to catch up with Pete Goodman who looked jolly pleased to have gone fastest in Class 2 with his repaired Lotus Elise.



So my second season in speed events comes to an end, Madge has looked after Dave Cooper and I and given us plenty of excitement.

Heartfelt thanks to all those who have worked in the clubs organising both the Classic Marques Speed Challenge and the individual events, the marshalls who cheerfully make these events possible and my fellow competitors who contributed useful tips and friendly company to the season. Look forward to doing it all again next year. Wishing you all the best during the off season.

**Ralph Colmar**



# ***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.

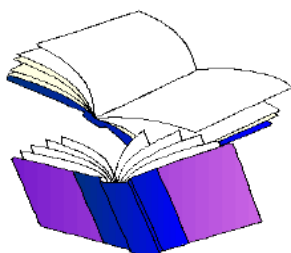
## **BPMC polo or sweatshirts**

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!



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White, grey, light blue, royal blue and black - S, M, L and XL.

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

## It's an uphill struggle....

### *It's an uphill struggle....*

### *A month of Fiats...*

And jolly nice that was too. It started with the 128 being ready at MBG after its post restoration spanner check and snag list. The day of collection, a Saturday, coincided nicely with an opportunity to drop into Prescott. After so many months away, it was an opportunity not to be missed.

Covid has clearly hit hard and while Shelsley managed to get up and running for spectators in 2020 – Lloyd, Owen and I went a few times and enjoyed it – Prescott seems to have been a lot more restricted. A real hardship for the club, I'm sure. It seemed rude not to go in the Rangie with some food stashed in the back so that's what we did.

A great spin back in convoy through the Cotswolds was nicely topped off with some decent scran. Homemade sausage and egg rolls, which deliver their contents all down your sleeve and generally make a hell of a mess, were the order of the day.

The Rangie was a bit nimbler than I expected and did the narrow B roads rather well. Yes, we leaned like a ship in a rough harbour, but it was fun motoring and with great views over the hedgerows. This is a bit different to Jonesy's normal mode of transport but just as enjoyable. The C.O. was quite content too.



The following day, Ian, of 3 wheels at Goodwood fame, dropped in with his 'owner' and their little Fiat 500. I must say that, now he has managed to move it to a nearby

garage, it's looking very cared for and it's running superbly. Certainly, better on 4 wheels...

He is a cricket coach in his spare time and it causes much amusement when the coach rocks up in a noddy car, head almost sticking out of the open sunroof. Parked next to the Abarth 500 it looked like something from a model shop. How times have changed.



At the end of the month, we headed down to Cornwall for a week. As happens with maturing families, we journeyed at different times. Daughter was already down there in her 2018 Fiat 500 1.2 and that little motor is used to the A30 by now. I think it's quite a racket, but she seems happy enough.

The C.O. and I set off in the Wing Commander late morning, believing that we would miss the early traffic. But half an hour in and she noted that Google was highlighting a horrible red line down the M5 near Bridgewater.

A debate ensued, where I pleaded for a diversion down the M32, around Bristol and then down the A37. She didn't fancy the 'extra journey time'. We both thought her idea was better (it usually is....) and just drove straight towards the back of a 7-mile queue. We had an excellent moment of reflection for the next 2.5 hours as I stood on the 3rd lane and chatted intermittently to a nice chap in a 2015 Range Rover who was doing Manchester to Zelah in Cornwall. Up until then he had enjoyed a good run.



As time passed, then so the coffee and water wanted to do the same. The hard shoulder was a mite overlooked with no foliage to act as a 'French loo', but I remembered that, in the boot, I had a box of Travel Johns. Looked like a safer bet than reusing the Costa coffee cup although it was at least a 'medium'. But memories of being stuck on the M4 years ago flashed back and put me off. In that event, ironically also desperately sat in the 3<sup>rd</sup> lane, I had calculated the trajectory and, with some confidence, started the 'water stream' into a medium Costa coffee cup, safe in the knowledge that I was in a Jeep and above the eyeline of anyone next door. And then the middle lane moved a few feet 'mid-stream' and a coach full of blue rinsers happened alongside with a shockingly intrusive viewing height. It was all a bit of a fiddle to put it mildly...



Anyway, we couldn't work out how the Travel Johns could be unisex and, even more confusingly, shared until full, but the distraction worked long enough until the queue started to move as the motorway re opened. The TJs are back in the boot for next time.

The picture below might suggest a queue for a local attraction and, given the circumstances, I suppose it was. In these odd, restricted times, there was a queue just to get into Exeter Services, never mind about the relief to follow.



Anyway, the most irritating part of the whole 7-hour trip – yes you read that correctly – was that the boys set off after watching Qualy for the F1 and sped down in the 128 at a deafening xx mph average and made it in 3.5 hours. How bloody annoying.



Once there, the 128 endured a monsoon on the Sunday and even its shower cap struggled but, thereafter, it was sun all the way. We spent a little time fiddling with the carbs to get it idling better (temporarily at least until the rolling road appointment) and then the boys took it for a spin down towards St Just on the back roads. Apparently, it went very well behind a local bus for 20 mins...

To paraphrase the Haynes manuals, return was a reverse of arrival and we convoyed back up to Cardiff. The 128 will pop along at a steady 80 with no bother, other than some mild bleeding to the ear drums. Certainly, up the dual carriageway inclines, once it's at 4K it still accelerates and the big V8 Merc needed a downshift to 4<sup>th</sup> to keep up!

Of course, the C.O. and I arrived back at 9pm almost as refreshed as when we started out, nicely coffee'd and humming along to Andy Williams, whereas the boys looked like they had been dragged through a hedge backwards and with little hearing ability. But it was a better trip than the previous weekend for sure.

So, what is the ideal mode of transport for 4 hrs of motorway and dual carriageway, followed by narrow lanes the other end combined with locals who are a little 'anti' anything flash? Hard to say, but it's a good question to ponder. It might even be a good excuse to buy another car...



***An interesting rear end – but, dear readers, of what?***

***Jones the Speed***

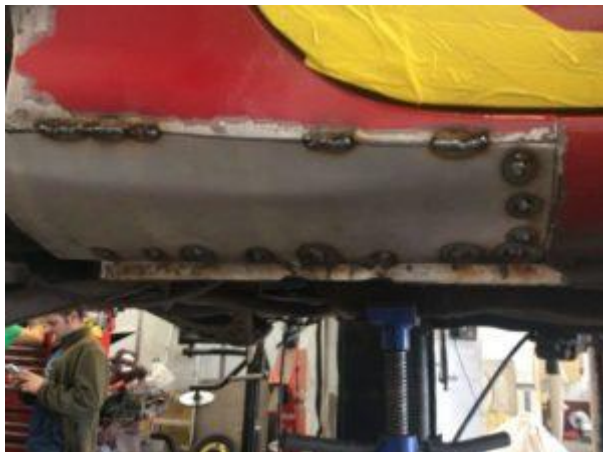
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# Bristol Pegasus Fantasy Formula One 2021

Bristol Pegasus Fantasy F1 - 2021						
Positions after Mexican GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Gasly	Verstappen	Ferrari	Red Bull	Ferrari	1279
Sam Thompson	Gasly	Verstappen	Ferrari	Red Bull	Alpha Tauri	1213
Dick Craddy	Räikkönen	Verstappen	Ferrari	Red Bull	Alpine	1132
Ken Robson	Gasly	Verstappen	Alpha Tauri	Red Bull	McLaren	1110
Ben Bishop	Russell	Verstappen	Red Bull	Williams	Red Bull	1098
Joe Robson	Gasly	Leclerc	McLaren	Red Bull	McLaren	1084
David Garnett	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1076
Helen Davies	Norris	Sainz	McLaren	Red Bull	Alpha Tauri	1076
Tim Murray	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	1050
James Small	Tsunoda	Verstappen	Alpha Tauri	Red Bull	McLaren	1049
Alyson Marsden	Gasly	Verstappen	Alpine	Red Bull	Alpine	1035
Mike Marsden	Ricciardo	Verstappen	Alpha Tauri	Red Bull	Williams	1018
Simon Moss	Gasly	Verstappen	Alpine	Ferrari	Mercedes	1012
Abi Reynolds	Alonso	Verstappen	Alfa Romeo	Red Bull	Ferrari	1005
Helena Sarsted	Ricciardo	Verstappen	Ferrari	McLaren	Alpine	994
Gary Tanner	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	986
Katie Davies	Leclerc	Tsunoda	Alpha Tauri	Red Bull	Mercedes	986
Mark Hoppe	Leclerc	Verstappen	Alfa Romeo	Ferrari	Mercedes	984
Dave Cooper	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	966
Martin Baker	Pérez	Verstappen	Alpha Tauri	McLaren	McLaren	966
Chris Thompson	Norris	Verstappen	Haas	McLaren	Red Bull	961
Martin Emsley	Sainz	Verstappen	McLaren	Williams	Mercedes	960
Andrew Moss	Alonso	Norris	McLaren	Red Bull	Williams	959
Lisa Davies	Norris	Verstappen	Alpha Tauri	McLaren	McLaren	956
Chris Bennett	Räikkönen	Pérez	Alfa Romeo	Red Bull	Red Bull	952
Richard Reynolds	Verstappen	Vettel	Alpine	Ferrari	Ferrari	923
Jamie Stevens	Pérez	Sainz	Alpha Tauri	McLaren	Mercedes	911
Matthew Stevens	Ricciardo	Vettel	Red Bull	Williams	Red Bull	906
Liz Ibrahim	Ricciardo	Verstappen	Aston Martin	Ferrari	McLaren	882
Jerry Irwin	Alonso	Russell	Ferrari	McLaren	Mercedes	879
Laura Moss	Pérez	Russell	Red Bull	Aston Martin	McLaren	874
Mark Niblett	Norris	Pérez	McLaren	Williams	Mercedes	847
Lesley Hart	Gasly	Sainz	Alfa Romeo	Mercedes	McLaren	839
Donny Allen	Gasly	Räikkönen	Alfa Romeo	Mercedes	Red Bull	824

Robert Bull	Norris	Pérez	Haas	McLaren	Mercedes	814
Charles Alexander	Alonso	Verstappen	Alpine	McLaren	Alpine	807
Sharon Reynolds	Räikkönen	Schumacher	Ferrari	Mercedes	Aston Martin	806
Bob Hart	Hamilton	Schumacher	Red Bull	Williams	Alfa Romeo	800
Matt Johnson	Ricciardo	Schumacher	Aston Martin	Red Bull	McLaren	798
Jeff Oakley	Alonso	Leclerc	Ferrari	Aston Martin	Mercedes	794
Mal Allen	Räikkönen	Vettel	Alfa Romeo	Red Bull	Mercedes	790
Richard Ibrahim	Gasly	Leclerc	Aston Martin	McLaren	Mercedes	786
Neil Lock	Bottas	Gasly	Alpine	McLaren	Ferrari	766
Philip Turner	Ocon	Ricciardo	Aston Martin	Red Bull	Alpha Tauri	765
Ralph Colmar	Norris	Russell	Mercedes	Williams	Alpine	756
Mary Craddy	Räikkönen	Ricciardo	Alpha Tauri	Mercedes	Alpha Tauri	753
Merlyn Griffiths	Norris	Russell	Aston Martin	McLaren	Mercedes	728
Oliver Lock	Ocon	Stroll	Alpha Tauri	Mercedes	Williams	668
Anthony Reed	Pérez	Vettel	Alpine	Aston Martin	Red Bull	655
Michael Griffiths	Norris	Stroll	Aston Martin	McLaren	McLaren	652
Alison Bennett	Ocon	Russell	Aston Martin	McLaren	Mercedes	644

## Formula One Calendar 2021

Round	Grand Prix	Circuit	Race date
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



## **Notice of AGM Monday 13th December 2021**

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2021 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

The AGM will be a combined 2020 and 2021 AGM with the 2020 AGM being delayed by Covid.

Nominations for the Board of Directors should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 29th November 2021.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

“Enclosed with next month’s Backfire will be our unaudited statutory accounts for the year ended 31st October 2020 and 2021. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 13th December 2021.”

### **Nomination for Board of Directors**

Position	Name	Proposer
Position	Name	Proposer

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB**  
**BALANCE SHEET AS AT 31 OCTOBER 2021**

		Note	2021	2020
			£	£
<b><u>FIXED ASSETS</u></b>				
Tangible Assets		1	11486	11370
<b><u>CURRENT ASSETS</u></b>				
Stock for resale			591	680
Prepayments and Accrued Income			774	500
Investment Account			19120	19120
Cash at Bank and in Hand			13404	12085
			33890	32385
<b><u>CREDITORS</u></b>				
Amounts falling due within one year -				
Sundry			99	0
Accruals and Deferred Income			1560	1617
			1659	1617
<b><u>NET CURRENT ASSETS</u></b>			32230	30768
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>			43716	42138
<b><u>Represented by:</u></b>				
<b><u>CAPITAL AND RESERVES</u></b>				
Balance brought forward			32368	30835
Revaluation Reserve			9770	9770
Net Surplus/(Deficit) for the year			1578	1533
			43716	42138

I certify that this is a true copy of the balance sheet approved by the board.	
For the year ending 31st October 2021 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	
5 November 2021	



## 2021 Events Calendar

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: [backfireATbristolpegasus.com](mailto:backfireATbristolpegasus.com)**

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

## 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/>