

Backfire

Bristol Pegasus Motor Club Magazine



Bristol Pegasus Motor Club Castle Combe Track Day - Photo Ben Bishop



September 2020

Contents

Nick's Natter

Editorial

2020 Events

Castle Combe Track Day

It's an uphill struggle

Pegasus Club Merchandise

X2s Sportscar project

50 Shades Of Red

Donington Park Winners

Brands Hatch Winners

Bristol Pegasus Fantasy Formula One 2020

Fantasy F1 – First Report

Backfire Bits

2020 Calendar

Automated Membership System

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

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

Nick's Natter



Here we are again. And as usual I've left it to the last minute to write my natter.

Sadly, I received some very sad news the other day. Con Evans, a friend and long-time marshal passed away. He died on his way to marshal at Castle Combe which seems a fitting tribute for such an enthusiast. Con and his son Damian were regulars at Castle Combe and Wiscombe. I spent many an hour with them on post on Wiscombe hill. He was a gentleman and will be missed by many.

For those of you that came to the track-day, I hope you had a good time. I certainly did. It was well attended and ran like clockwork and it was good to be out on the track. A big thank you to all who helped with the organising on the day.

Entries are now full for the sprint which is good news. Unfortunately, we have had to cancel the lunchtime lap parade as many of the invited drivers have commitments on that day. The date clashes with other events.

We had an excellent turnout for Sparky's as you can see in the picture below. There are more on the BPMC facebook page. Sadly we are a victim of our own success because the diner was unable to cope with the volume of customers. The owners have regrettably called time on the event. I am currently looking for a new venue and will let you all know shortly.



Nick Wood

Editorial

Since the last issue of Backfire went out socially distance events have come through thick and fast, I've been to see Truck Racing at Donington and the Masters Grand Prix at Brands the latter with club sec Tim Murray.



The club's annual track day at Castle Combe was however the most enjoyable, a splendid day appears to have been had by all and it was great to catch up with old friends and make some new ones under the clear skies.

Among the most memorable moments were in my first session when I was blown into the weeds on the front straight by a couple of Volvo Amazons, and then attempting to recreate Fords 1,2,3 Le Mans finish with the Emsleys in our MX5's by going three abreast through Camp Corner for a photo op with photographer Jim Gaisford, see below ! Big thanks to every one from the club and Castle Combe who made such a success of the day.

I understand there was a good turn out for Sparky's Breakfast Meet as Andy Moss's photos show, unfortunately Nick Woods has been informed that will be the last, and a new venue is being sort.

Ken Robson has sent in his first Fantasy F1 report of the season, I seem to be doing a bit better this year than last, but there is still plenty of time to sink to the bottom of the standings. Also in this issue Dave Cooper updates us with the joys of welding on his X2 project while Phil Jones has realised a dream by acquiring a FIAT 124 Coupe BC.

On the charity front a hitherto unnamed motor sport charity stepped in with the remaining funds Steve Tarrant needed to buy his wheelchair, he has asked me to pass on his thanks, to which I add my own, to everyone who contributed.

My thanks to Ben Bishop, Dave Cooper, Phil Jones, Andy Moss, Tim Murray and Richard Reynolds, Ken Robson and Nick Wood for getting this month's issue out.

Wishing you all a safe month's motoring.

Ralph Colmar



Photo : gaisfordphotographic.com

Events Calendar

Sunday 20th September - ACE Car Tour

After careful consideration we have come to the difficult decision that we will not be running the event this year. Whilst restrictions have been lifted enough to run the tour in some form, we do not feel we will be able to run an event that meets the standards people have come to expect. A large part of the event is the communal lunch stop and pub social gathering at the end of the event and both of these would be very difficult at the present time. We hope to be back in 2021 with an event that continues to raise money for our chosen charities as well as providing enjoyment for the entrants.

Breakfast Meet Sunday



Due to the success of the last meeting a new venue is being sought, watch this space.

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start. Following government guidelines all our events are cancelled until at least the end of June.

Sunday October 17th Pegasus Sprint - Marshals Wanted

On Saturday October 17th the club will be running the Pegasus Sprint at Castle Combe and celebrating our 75th Anniversary, marshals will be required. In return for your time you will be rewarded with a free lunch and a bottle of wine, please contact Cherry Robinson if you would like to help out.

Marshalling is likely to be the only way to get to see the action. The number of marshals per post will be limited so make sure you get your name down early.

Castle Combe Track Day Paddock



FIAT Panda



Abarth 500



Westfield



MX5 Mk1



Porsche Boxster



Citroen Saxo



Lotus Elise



MEV Exocet

Photos Andy Moss

More photos on our facebook page <https://www.facebook.com/groups/853893194654696>

Castle Combe Track Day



Porsche 911



MG ZX 105



Cummins Special



Darian Wildcat



Volvo Amazon



MX5 Mk1



Westfield



Renault Clio

Photos by Ben Bishop more photos on the club website:-

<https://gallery.bristolpegasus.com/2020/Castle-Combe-Trackday/i-bmg3MGx>

Sparky's Breakfast Meet August 30th



Ford Mustang



Gilbern GT



Rover SD1



Plymouth Duster



Austin 16



Lancia Fulvia HF



Morris Minor



Chevrolet Styleline Deluxe

Andy Moss

It's an uphill struggle

At last, the consummation of unrequited love...

Bet that title woke you up.

No, fear not, I am not going all Lady Chatterley or Carry-On Up-The-Khyber. On the contrary, this refers to earlier musings about dream cars on the list I have not got to yet – the Fiat 124 Sport Coupe and the BMW 3.0CSL.

Well I have now and, to cut to the chase, it's a Fiat 124 Sport Coupe BC. I'll just have to have a little sit down, cup of tea and a word with myself before I continue. I was delighted to read Chris Davies' submission in May, regaling his trials and tribulations with a BC. He will no doubt be shaking his head reading this.

Now how I got to this point is an odd story to say the least.

Of course, it starts in boyhood and that Fiat dealer in Carmarthen. I wish I had some pictures from that era, but sadly not. However, the couple below set the scene well enough. The dealer was right by the bridge over the River Towy in Carmarthen and 124s of all types would lurk tantalisingly in the window. We were in a rusty Austin A40 Farina at the time so the Fiats were a taste of exotica. Mediterranean flair and Russian steel.

Just look at the dowdy image on the right to get the mood! It's like a scene from 'Get Carter', the Newcastle based 1971 dark thriller starring Michael Caine.



The likely reason that two of my 'unrequited loves' are a Fiat 124 Sport Coupe and a BMW 3.0CSL is that they both sped about my hometown when I was in primary school. Owned in succession by the same chap, the 124 was a later, 1756cc, 'CC' version in a fetching 'Hearing Aid Beige' and I think it even sported standard steelies and stainless hub caps – not even the optional Crommadoras. But he was a bold peddler and drove it like he had stolen it. In those days, howling twin cams were not exactly common so it made a mark. He replaced it with a pukey green 3.0CSL but, I believe, managed to yump it off a local B-road at aeroplane speeds and it's

components covered a couple of fields. My cousin was a copper and he was one of the first on the scene. 'Plane crash' was the term he used.

All of this just built up a folk lore in young Jonesy's exceptionally small, under-developed brain and it has stayed in there till this day.



Fast forwarding to last year and we were in North Wales, on the last day of October, enjoying a stiff gale and perishing cold up the Great Orme in Llandudno. We had driven round the perimeter road in the Wing Commander – not exactly a Group 4 Escort but fun nevertheless – and up the, almost alpine in nature, hairpin infested road to the summit. Of course, that started all sorts of 'let's do some historic rallying' nonsense and, before we left the car park, Owen and I were considering options and the C.O. was enduring endless classic car evaluation.

How (why?) does she put with it?

After considering another Porsche 914, Volvo 164, Alfetta GT and 124 saloon we landed on the magical 124 Sport Coupe as a car to add to the fleet that could double as a historic rally car.

Much searching brought a cracking candidate, a 1970 (registered Jan '71) , BC, 1608cc twin cam, twin 40 IDFs, 5 speed box and discs all round. What a spec for 1970. It's right up there with the Alfa Giulia Sprint GT and Lancia Fulvia Coupe as a cut price exotic.



Off it went to TCM's emporium for a strip and preparation. But, in the meantime, lockdown virus struck and everything changed. I have been lucky (so far) not to catch it but, like most, I have certainly not been immune to its effects. My work schedule got very upside down, will get even more so and it was clear that being able to create the time to do long weekends on rallies was a pipedream for the foreseeable future. So, Plan B was enacted to restore it for road use.

Although it's a RHD, it was originally sent to Italy with a Brit who lived there. So, body wise, it has survived rather better than one would expect. It ended up in Guernsey and it's had lots of maintenance – the files are really good and its clear there was a caring owner. It's got a bit of ho-hum in the sill area and rear window base but, overall, it's very good indeed. It appears to have Fiat Multipla wheels – at least they are too big and too modern – and the original Crommadoras are, shall we say, past their best. But all this is easily resolved.

Tony's lads have whizzed the engine and box out and it's ready to go to the dipper and then the body shop for remedial work and a coat of paint. Engine, box, suspension, axle - will all be gone through and we are going to do this properly. Is there any other way?



It's going to be a fabulous project and it's a lifetime achievement in the way that, perhaps, someone else might feel about a big-ticket Ferrari Daytona or an Aston DB5. These days I am not at all interested in the relative values of classic cars. I like what I like and, usually, that stems from what I liked when I was knee high to a hub cap.

One Sunday morning in the future, I hope to rock up at Sparky's Diner in the 124 Sport Coupe and my hot dog will taste better than anyone could imagine. Only if it's not raining and the field is absolutely bone dry of course...

Jones the Speed

WANTED

Hardtop for a 1970's MG Midget or Sprite

John Page 07713334659

OR johnpagearchitect@btinternet.com

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.

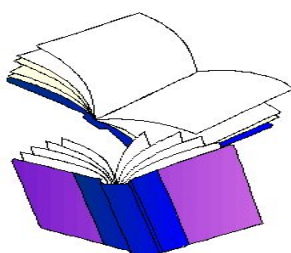
BPMC polo or sweatshirts

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Club Facebook Group - This Month

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



- Brand New Mk1 Escorts
- Le Mans on TV
- Wiscombe Park Hillclimb
- ACE Tour Update
- Track Day Photos and Feedback
- Sparky's Breakfast Meet
- Regular Fantasy F1 updates

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

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

New Motorsport UK RS Clubman licence from 2020



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

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

As well as this change to require a free licence there have been significant changes to the "permit" fees which Motorsport UK charge clubs on a per competitor basis for most competitive events.

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

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X2s Sportscar project – Welding and more Aero work

The workshop days of late have really fallen into two categories : radio on - filing, sawing, grinding and general clean-up and, radio off - maths, welding, 'precision' drilling and full concentration stuff...



Self-taught welding is certainly tricky. My first attempt resulted in a mini-explosion. This was due to having the positive electrode (welding stick) the wrong way around and it blew the end of the stick off. Fortunately, I was wearing full safety equipment, a good helmet and had the mains on /off switch and a fire extinguisher readily to hand. The second attempt witnessed a mini bon-fire when some uncleaned paint burnt off the test piece. A tub of water I'd earlier put under the bench came rapidly into service.

Since then, I've steadily improved. By test no. 6, I actually joined two pieces of metal together. However, a good knock with a club hammer soon brought me back to earth when they decided to part company again. I think the secret is to move the weld 'puddle' at the correct pace, whilst having the amperage set just right for the thickness(es) of material to be joined. Of course, different metals mean going back to basics again. I'm a long way from welding finished parts for the sportscar, but, hopefully, I should be able to competently 'tack weld' quite soon and then I can pass the work over to a professional welder to complete.

Progress on the the rear wing is also moving on. The flap and lower mainplane framework is now complete. The upper mainplane, pylon hard points and mounting plates should also be finished by the time you read this. As the (inter-rib) foam in-fill is only useable 'from-the-can' for 6 weeks, I have to complete all three wing elements first before starting on the test pieces.



The big unknowns at present are the actual expansion rate of the foam, its cutting /sanding characteristics and whether (or, not) the skeletal rib /spar construction is strong enough to withstand the expansive forces involved. If the foam test pieces are successful, we then move on to the 'skinning' stage where each test piece is effectively wrapped in carbon cloth, put in a vacuum bag and baked to a final set and finish.

That reminds me, I now need to put an order in to the composite suppliers asap. The test pieces and final work on the wing will need to be finished before the cold weather sets in and the workshop becomes 'uninhabitable' again...

I will be well relieved if all this goes to plan !

Dave Cooper

Trackday



Martin Emsley and Pete Goodman during our track day more photos at gaisfordphotographic.com

50 Shades Of Red



On my weeks off during August I spent a little time exploring the delights of Exmoor in Madge, the roads down there seem tailor made for the delights of open top roadster motoring with a variety of scenery from tree arched lanes to open barren scrub complimented by sinuous tarmac and a fine selection of tractors and livestock to keep one on ones toes.

My second weekend off I went for a double whammy of motorsport, attending the truck meeting at Donington and then the Masters GP meeting with Tim Murray.

The last time I marvelled at 5 ton diesels being hurled around a track was when I was making my racing debut in one of the support races at Brands Hatch in 1990. At the end of the trucks first practice session one could hardly discern where Druids was from Paddock, so thick was the smoke and the track was strangely rainbow coloured thanks to a liberal coating of diesel mixed with rain.

Truck racing has cleaned up it's act since then and apart from copious brake dust from some of those running carbon fibre brakes there was nothing to give the game away that this was racing for diesel powered machines at Donington.

The following day at Brands it was lovely to see former guest speaker and honorary club member Mike Wilds pedaling a Ginetta G4 and holding his own against Daytona Cobra's and the like until he retired, equally amazingly the fastest of the pre '66 Mini's could have qualified half way up the grid of early 1980's 3 litre Masters F1 One cars !



I kept Madges preparations for the trackday to a minimum, checked the levels, swapped the Goodyears for Toyo's, noted the rear former had more wear than anticipated probably due to start line abuse at Shelsley. After a wash and polish we were good to go with half a tank of petrol and 3 gallons in a jerry can.

At the start of the day I had a couple of episodes of Hollywood syndrome looking for infinite gears to change up into which I put down to changing up too early not being used to using between 5 and 6k revs in my everyday driving.



As the day progressed I started noticing the marked braking points were a tad conservative, no bad thing, and I started to try breaking a little later each time while trying to keep everything as smooth as possible. It was great to feel the balance between understeer and oversteer shift with throttle adjustment going through Quarry. Thanks to everyone who made the day happen.

22nd August Donington Park Winners



Legends Race 1 #14 Daniel Clark



Truck Race1 #1 Ryan Smith MAN TGA 12000



Legends Race 2 #57 Will Gibson



BRSCC MX5 #18 Will Blackwell-Chambers



Truck Race 2 #11 Martin Gibson MAN TGX 12000



MAX5 #77 Andrew Pretorius MX5 Mk4



Legends Race 3 #23 Connor Mills



3 Hr C1 Challenge #521 Howard Haynes / Dave Ward

23rd August Brands Hatch Winners



Gentleman Drivers #46 Mike Whitaker TVR Griffith



HGPCA #11 Jon Fairley Brabham BT11/19



Pre 66 Mini Race 1 #55 Geoff Smith



F5000 Demonstration #74 Steve Farthing Lola T332



Masters HSC #23 Brundle/Pearson Lola T70 Mk3B



Pre 66 Mini Race 2 #34 Joe Ferguson



Masters Historic F1 #1 Greg Thornton Lotus 91/5



Equipe Classic #87 Mark Ashworth TVR Grantura

Details of next BREAKFAST MEET to be announced !



Bristol Pegasus Fantasy Formula One 2020

- There are due to be 17 races this season

The remaining races of the 2020 calendar are below.

9	Tuscany	Mugello	13th Sep
10	Russia	Sochi	27th Sep
11	Eifel	Nurburgring	11th Oct
12	Portugal	Algarve	25th Oct
13	Emilia Romagna	Imola	1st Nov
14	Turkey	Istanbul	15th Nov
15	Bahrain	Bahrain	29th Nov
16	Sakhir	Bahrain	6th Dec
17	Abu Dahbi	Yas Marina	13th Dec

Bristol Pegasus Fantasy F1 - 2020

Positions after Italian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Sam Thompson	Norris	Ocon	Red Bull	Racing Point	Mercedes	468
Simon Moss	Kvyat	Verstappen	Alpha Tauri	Red Bull	Mercedes	465
Alyson Marsden	Kvyat	Norris	Mercedes	Racing Point	Alpha Tauri	458
Joe Robson	Kvyat	Magnussen	Mercedes	Red Bull	Alfa Romeo	445
Katie Davies	Norris	Räikkönen	McLaren	Mercedes	Alfa Romeo	437
Ralph Colmar	Norris	Russell	Mercedes	Williams	Red Bull	437
Tom Thompson	Ricciardo	Verstappen	McLaren	Racing Point	Red Bull	435
Lisa Davies	Albon	Norris	Alpha Tauri	McLaren	Mercedes	431
Chris Bennett	Räikkönen	Verstappen	Alfa Romeo	Red Bull	Red Bull	424
Richard Ibrahim	Grosjean	Norris	Alfa Romeo	Mercedes	Red Bull	419
Bob Bull	Albon	Verstappen	McLaren	Racing Point	Red Bull	417
Chris Thompson	Norris	Ricciardo	McLaren	Renault	Mercedes	408
Martin Emsley	Sainz	Verstappen	Alfa Romeo	McLaren	Mercedes	397
Dave Cooper	Leclerc	Verstappen	Alpha Tauri	McLaren	Red Bull	394
Coralie Thompson	Leclerc	Russell	Alpha Tauri	Red Bull	Mercedes	391
Mal Allen	Grosjean	Sainz	Mercedes	Williams	McLaren	386
Sharon Reynolds	Räikkönen	Ricciardo	Red Bull	Renault	Racing Point	386
Angel Suarez	Leclerc	Verstappen	McLaren	Racing Point	McLaren	384
Alison Bennett	Perez	Ricciardo	Alfa Romeo	Red Bull	Mercedes	376
Tim Murray	Leclerc	Ricciardo	Red Bull	Racing Point	McLaren	375
Helena Sarsted	Ricciardo	Verstappen	McLaren	Renault	Renault	371
Abi Reynolds	Bottas	Ricciardo	Alfa Romeo	Red Bull	McLaren	367
Martyn Davies	Hamilton	Verstappen	Alfa Romeo	Alpha Tauri	Alpha Tauri	357
Richard Reynolds	Grosjean	Verstappen	Haas	McLaren	Mercedes	350
Mike Marsden	Gasly	Norris	Ferrari	Red Bull	Alpha Tauri	343
Anthony Reed	Hamilton	Russell	Alfa Romeo	Williams	Mercedes	327
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	303
Matt Johnson	Bottas	Leclerc	Alfa Romeo	McLaren	Haas	263
Liz Ibrahim	Latifi	Ocon	Alfa Romeo	Ferrari	Mercedes	234
Donny Allen	Ocon	Ricciardo	Alfa Romeo	Ferrari	Red Bull	213
Andrew Moss	Leclerc	Norris	Alfa Romeo	Ferrari	Alfa Romeo	166

Fantasy F1 – First Report

As I write this we are 6 races into what has now just been confirmed to be a 17 race season, so a third of a way through the season. Before the season even began 3 drivers knew they would not be in the same car/team next year. This was all triggered by Ferrari deciding early on that they had had enough of Vettel, a great driver he may have been but not any more. So Vettel out of Ferrari and I suspect F1 altogether, to be replaced by Sainz from McLaren, to be replaced by Ricciardo from Renault, to be replaced by a comeback by Alonso. All this before a single car has even turned a wheel! When the wheels did finally turn we learnt what the teams had been up to over the winter and with the extra months of development the Global Pandemic had bestowed upon them.

Mighty Mercedes

Once again, as has been the case since the turbo/hybrid era, Mercedes have produced the fastest car. Predictably again the F1 world champion for 2020 will be driving a Mercedes. Almost certain to be Hamilton as with all due respect to Bottas he is not in the same league. He will of course win the occasional race but Lewis is odds on for title number 7. The gap between the Mercedes and the rest of the grid is probably bigger this year than it ever has been before, with the car being around a second a lap quicker in qualifying than the next nearest car.

Mad Max & Red Bull

Verstappen is without doubt World Champion elect if only Red Bull & Honda could give him a car capable of running at the same pace as the Mercedes. Time and again different promising Red Bull Academy drivers have been drafted in to race alongside Max, only for them to fail to deliver in the premier team. Kyvat, Gasly and now Albon have all not been able to match Max when given the same equipment. How Ricciardo & Red Bull must rue their parting when both could have benefitted so much more by staying together.

Prancing Horse to Wonky Donkey

So Ferrari have designed a car that is unstable, has aerodynamic issues and is frankly not quick enough. If ever there was a time Ferrari needed outside help they could do a lot worse than BPMC's very own Dave Cooper. Stand by your phone Dave once this goes to print. Leclerc has flattered the Ferrari with his results so far this season whereas Vettel has been appalling. To come on the radio during the race when the whole world is listening to tell the team they messed up, when for the past 2 years he has been spinning like a rookie, crashing into the back of other cars and rally crossing over the grass, is simply staggering. For a 4 time world champion to conduct himself in this way is totally unacceptable and he deserves to be shown the door. Much like buying a real Ferrari, if you have spent a good chunk your

Fantasy F1 budget on Ferrari this year you are going to be in for a year of pain and disappointment.

Tracing Point/Pink Mercedes

The surprise package of 2020. Or should that be a 2019 Mercedes in drag? Of course F1 would not be F1 without a bit of skulduggery, crying foul, appeals, fines and counter appeals, not to mention the FIA bottling it. Yes the 2020 car does bear a striking resemblance to the 2019 Mercedes but what did the other teams cry foul on? The design of the brake cooling ducts of course, that well known performance enhancing device good for 2 seconds a lap. What did the FIA do to crack down on this dastardly deed? They decided that the brake ducts were a copy of the Mercedes design (not the car though) deducted 15 points and fined them but then stated that was punishment enough and they could carry on using them. EXCUSE ME! How on earth is that ever going to give a level playing field already over saturated with rules? If I copied Apple's products could I expect to get a fine and carry on selling them? The world of F1 never ceases to amaze and, as the pinnacle of world motorsport, should be so much better run by the FIA. At least when Max Mosely was in charge there was a lot more discipline!!! (Google it or ask your parents if you didn't get it.)

Pirelli

Once again, under the demands of F1 to make their tyres more fragile to enforce pit stops, Pirelli tyres failed spectacularly in the last few laps of the British Grand Prix on 4 cars. It meant that Bottas scored no points at all and Hamilton was lucky to get round the last half lap on 3 wheels before Max caught him in the newly shod Red Bull. How they must be wishing they hadn't changed tyres to go for the 1 point for fastest lap, otherwise Max would now have 2 victories this year. We have been here before when Lewis Hamilton had a tyre shred itself after only 8 laps of the British Grand Prix when he was driving for McLaren. It reminded me of the Clarkson joke when he was a Top Gear presenter. It went like this when introducing the Stig "Some say that he has tried the new Pirelli Condoms – and now he has 17 children!" What good does it do Pirelli as a business for the world to watch their tyres self-destruct on Live TV? Would it make you insist on having Pirelli tyres fitted to your car next time they are due for renewal? I think not. Again the politics of F1 are at play, manipulating the tyre compounds for more interesting racing. Get rid of the politics and let the drivers race!

BPMC Fantasy F1 – The Important Bit

As I write this, Backfire has just arrived with the results after the first 6 races. Chris Bennett has taken an early lead putting all his chips on Max Verstappen and Red Bull. That's done well so far but it only takes Max to fall off the road and all the points will disappear as Albon will not be there to pick up the pieces. Having said that I was mightily impressed in Hungary when Max fell off the road on the way to

the grid, damaging the suspension giving the mechanics 20 mins to rebuild it. Not only to they do a 90 minute job in 20 minutes – you don't get that at Kwik Fit despite the name – but Max finished 2nd in the race. Even so I believe the winning combination will be that of Mercedes & Red Bull in the chassis & engine choices and the next 4 teams behind Chris have this combination.

From Zero to Hero

Would you believe it, my old mate Ralph Colmar has remortgaged the house, put his hand down the back of the sofa and pawned the family budgie to spend some money on a decent F1 Team which is currently 5th in the standings. OK I might have made that bit up about pawning the family budgie. It's nice to see Ralph near to top of the standings after all the ribbing I gave him last year for not spending the budget. Even so you still need to spend wisely which is something the next muppet didn't do!

From Hero to Zero & Confession Time

Yes that's me. After winning last years Fantasy F1 (for the third time) the team I picked this year are just not going to cut it. In the pre-season testing it was clear that Mercedes had a superior car but I was torn between spending big money on Mercedes and hoping that Red Bull & Ferrari would close the gap as they did last year. I therefore have to confess to my cunning plan. In order to see which was the best way to go I entered one team in my name and one team in my sons name, Joe Robson. As I write this Joe is 4th in the standings only 15 points off the lead and well in the mix. Look it wouldn't be F1 without a bit of skulduggery but at least you won't have to appeal to get a useless decision from the FIA on this one. If at the end of the season the Joe Robson team (My B Team) wins, I will disqualify my B Team from the Fantasy F1 Championship so that the Prestigious Trophy (yes there is one) and the Prize Money (yes this as well) will go to the next person in the standings.

Enjoy the Racing

The races will be coming thick & fast between now and the end of the season in December, so I will do a two thirds and final Fantasy F1 report in future editions of Backfire. That's worth your Membership Fee alone! If you don't want to pay vast sums of money on a Sky TV subscription you can always watch the races on a pay per race basis through NOW TV for £9.99, or watch the highlights for free on Channel 4. One thing is for sure, the BPMC Fantasy F1 Championship is going to be very close this year so the eventual Champion will well and truly deserve the crown.

Ken Robson

Backfire Bits - Track Day & Breakfast Meet

What a great day we had at Castle Combe for our Track Day. The weather was kind to us following a fair amount of wind and rain the week before the event and we had a really good mix of cars out on track.

Although we had to change a few things to make it Covid safe, the day felt pretty normal and in fact some of the changes are likely to stay in place in the future. Signing on was done before the event and I must admit this is something I hope we don't have to repeat next year. Combe provided us a set of Covid guidelines and a signing on sheet but it was my job to get this out to entrants and ensure all had returned. This was obviously a fair amount of extra admin and something we could not afford to get wrong as it was obviously really important that everyone knew the rules and had signed the appropriate paperwork. We will have to do something similar for the Pegasus Sprint, but Rich (our website admin) has done a brilliant job of setting up an online system that should make it much easier both for entrants and those of us checking that everything is in place.

The drivers briefing was a socially distanced outdoor activity and we checked that only signed on drivers, passengers and helpers came on site. There was a total ban on spectators which included none of us being allowed in the spectator areas - this allowed the circuit to follow the simple rule that if you were in the spectator areas you were someone who should not be there.

We normally issue session tickets to ensure everyone gets a fair share of track time, but we decided not to do this as we did not want to be passing any paperwork around to avoid unnecessary contact. We ran a few more on the circuit than normal which meant queues were non-existent and everyone got as much track time as they wanted. The feedback was that there was still plenty of space on track. If we can run the same format next time it is unlikely we will go back to issuing tickets.



A couple of cars had mechanical failures on track, but no one had any accidents - I am sure this made Les the circuit foreman happy - the last thing he needed was to be repairing the circuit he had put a lot of time into preparing for the Bank Holiday Monday race meeting. A really enjoyable day - thanks to everyone who helped run things and the entrants who all showed excellent manners on track.

The next day we had the Breakfast meet - An excellent turnout of cars at Sparky's for our first meet of 2020. Sadly with the recent announcement of the return of stricter restrictions on gatherings it may be our only Breakfast meet this year. Thanks to Nick for making it happen and all those who came along.

Andy Moss - Competition Secretary

2020 Events Calendar - Updates in red/bold.

Date	Event	Location
Mon 14th Sep	Club Night	Postponed
Sun 20th Sep	ACE Classic Tour	Postponed until 2021
Sun 27th Sep	Breakfast Meet	TBC
Mon 12th Oct	Club Night	BAWA
Sat 17th Oct	Pegasus Sprint	Castle Combe
Sun 25th Oct	Breakfast Meet	TBC
Mon 9th Nov	Club Night	BAWA
Sun 29th Nov	Breakfast Meet	TBC
Mon 14th Dec	AGM & Club Night	BAWA 8pm
Sun 27th Dec	Autosolo	Brightside Aust Svcs

Automated Membership System

The system will help to ensure our details are correct and allow you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.

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

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

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

