

# Backfire

**Pegasus Motor Club Magazine**  
**April 2024**



*Tim Murray receiving the Keiron Winter Trophy for his long-term commitment as Secretary*

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

# Bristol Pegasus Motor Club

Club Motorsport at its best



Member of: Association of South Western Motor Clubs  
Association of Central Southern Motor Clubs  
Welsh Association of Motor Clubs  
Association of West Midland Motor Clubs  
Cotswold Motor Sport Group  
Association of Classic Trials Clubs

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## **Pegasus on the Web and Social Media**



Website – [www.bristolpegasus.com](http://www.bristolpegasus.com)



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



Photo Gallery – [gallery.bristolpegasus.com](http://gallery.bristolpegasus.com)



Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com)



Facebook Group – [bristolpegasus.com/facebook-group](https://www.facebook.com/bristolpegasus.com/group)



Instagram – [www.instagram.com/bristol\\_pegasus\\_motor\\_club](https://www.instagram.com/bristol_pegasus_motor_club)



## Nick's Natter

Fluxie gave us an excellent talk. I was expecting him to just talk but he asked me if I would 'interview' him instead. I wasn't prepared for that but thankfully I'd read his book so was able to question him about that. He was very candid in his answers and it flowed really well, thankfully. He certainly has had an interesting and fulfilling career in motorsport. It was definitely an enlightening talk for those who hadn't read his book as he didn't hold anything back! It was good to see so many of you there. A few of us joined him in the bar afterwards for a Pilsner or two and more bawdy tales.

Rich Perry invited me, Chris and Dino to Castle Combe to watch the Targa Rally. It was a good day. There was a full entry of 90 cars and the event was well run and good fun to watch with a wide variety of cars.

Chris and I are off to Prescott at the weekend for a day of marshal's training. And at the end of the month it will be the first Breakfast Meet of the year and hopefully it won't rain.





## **It's an uphill struggle – And then there's the garage...** *by Jones the Speed aka Phil Jones*

I have not used the Marcos Mantis much in the past year and a bit and, although I love it, I gave myself a good talking to and concluded that 2 Lotus' and 2 Marcos' was a bit of an overlap of classic 2 seat fibreglass sportscars. As the least used, it was the one in the cross hairs.

So, I took a brave pill and put it up for sale with Joe at Redline. It's got 8100 miles from new and is probably the lowest mileage Mantis in existence. And they only made 51 anyway. It grips hard, turns in brilliantly and goes like stink, all with a 4 cam Ford V8 bellow. Its spot on, with re-gassed aircon and nothing needed except an annual service when it sells. It's just had a fresh MOT. I was a bit melancholy as I dropped it off, but you can't keep 'em all can you?

I know if it doesn't sell soon, I'll end up changing my mind as I did with the Esprit. I'm not a well man you know.



That freed up a garage slot – which, to be fair, was part of my decision making – so that Owen could put his Elise S1 in there over the winter and do a full suspension rebuild. He's got a set of used Nitrons and springs, some new tubular wishbones and has CAD designed his own, machined and hard anodized, ally reinforcement plates to address chassis tub erosion, where the ally tub has been in contact with steel suspension mounting bobbins. It's a great project.



Over the Christmas break, we picked up a nice, second hand, Corbeau seat and harness bar and the Elise will be out on the track this year. With 220K miles on it, it's never going to fetch the big money, no matter what he does to it, but it will be a very sound car and it will drive well. Ironically, there are, likely, a pile of sub 60K milers out there with the same, age related, aluminium erosion but, unless you take it to pieces, you won't know.



Jacking it off its bricks and onto wheel dollies, so that we could wheel it down the slight incline and power wash the chassis, was a bit of a phaff, as each corner 'fell off' the dollies in turn.

My, we had fun and I can confirm that the Oxford English Dictionary was injured in the process...

Meanwhile, parts had been flowing in from QED for the Elan TC rebuild. A local machine shop has done a very good and well-priced job of cleaning, pressure testing, dimensional checking and honing so, hopefully, we have a good basis.

Owen is doing a proper job on this Twin Cam, using the Miles Wilkins engine build guide, along with various Lotus forum posts and YouTube. As ever, many have an opinion, though I suspect fewer actually know...



It's being built with new forged Omega pistons (std size) and rings, big and little bearings, water pump, oil pump, thermostat, timing chain and gaskets / seals. He's also rebuilt the fuel pump for good measure and we'll strip out all the fuel lines and replace with ethanol resistant R9 fuel hose. The cylinder head is completely rebuilt with ports cleaned up, valves lapped in and cams re-shimmed.

The carbs were ultrasonically cleaned a few years back by Paul Matty and I had the jets out last year, so that lot looks OK. The ally rad was new in 2018/19, as was the electric fan, fuel tank, high torque starter motor, alternator, electric headlamp lifts, new springs and dampers, an Aldon electric ignitor and, not least, a fresh Ford Type 9 5 speed box and clutch the same year. I mean, what more can there be?

It was already on a Galv chassis when I bought it and has new harness belts on a Safety Devices roll hoop with Redline custom made head restraints. It's pretty much *the* complete Elan Sprint that looks bog standard but has almost modern drivability and I am looking forward to getting it out (as it were) this spring.

Other than an MGB or a TR, an Elan is about as easy as it gets for parts supply and running costs. The usual annual costs are about £100 for oil and filter / sundries and £100 for insurance – and that's it. For that much fun you can't go wrong, can you?

Aside from all this to-ing and fro-ing, I did manage a more sedate mooch around the NEC at the Classic Car Show. Martin has already reported when he visited, so I won't repeat, but there was lots to see and the standards were high. As ever, what caught Jonesy's attention wouldn't catch anyone else's!

Of course, the Club Lotus and Lotus Drivers Club stands were a draw, especially a rare, dark green S1 Exige which had me wobbling in my trouser legs. But the real delights were a Honda Z600 and...drum roll...a near perfect Allegro 1750SS. I don't think I have seen an SS since I was a boy, sat on the window ledge of the local BL dealer, watching the cars come and go from the workshop. My word, it got me going on the idea of an All-Aggro.



Now, if you don't mind, it's time for my meds and a chat with my nurse...

## **Emsley's Ramblings**

*by Martin Emsley*

After 9 years with my GTI and it having covered over 160,000 miles (not all with me) the time was right for something different; it had begun to feel a bit 'tired' and I had a feeling it might need some serious money spent on it, so decision time; to run it into the ground or change it?



I had a hankering for a modern Mini Cooper 'S' to be precise a non-limited edition 'Checkmate' with Space Blue metallic paint, 'Checkmate' cloth/leather and interior trim, 'Checkmate' decals, silver roof and mirror caps, 3-spoke two-tone sports leather steering wheel, 17" Flame spoke alloy wheels and silver bonnet stripes.

Well, I thought I did until I drove a couple and read an awful lot; I just couldn't see myself driving one any distance, the reviews were not exactly complementary in terms of mechanical and bodywork issues, it didn't feel robust but most of all I really didn't like the 'quirky' controls & instruments, seemed very illogical to me, so my cash remained in my wallet.

So back to looking again, the fun bit, for various reasons a lot of nice vehicles were dismissed; Ford Focus ST too brash but a great chassis, Honda Civic Type R styling too outrageous, interior and instruments not to my taste, Mk5 Golf GTI too in my face and I didn't feel I needed a car like that.

I was so happy with my Mk4 that I concluded that another Volkswagen would probably be the answer. I did consider a Scirocco as I like the shape and several options available but none that met my criteria, I also looked closer at the Mk5 Golf range and discovered a rare gem; the 2.0 FSI also known as the GT, similar power & torque to my previous car with a very nice 6-speed manual 'box and sport suspension.

So, I cast the net and found exactly what I was looking for in Southampton, the irony of it being that this car had lived most of its life in Bristol.



Low mileage finished in blue with a leather interior it was worth travelling to see, it certainly didn't disappoint, though it had a few 'issues', not show stoppers but allowed for some negotiation and a very reasonable part-ex against my old Golf.



So, the deal was done and I drove it back to Bristol and thence started a few irritating weeks sorting it out and wondering whether I had bought a 'pup'. I managed to do most of the work myself and my friendly electrician James finished it off. Whoever thought it was a good idea to recycle exhaust gas into the inlet manifold upstream of the direct injectors needs their head read. It may reduce emissions etc but in the process deposits carbon into the intake tracts and back of valves and with no fuel to wash it off basically chokes the engine, took me back to, head off, decokes of yesteryear.

Anyway, we got there in the end and I am thoroughly enjoying it now, let's see if I keep this one for a long time too.

In my research I found there are also 1.4 & 1.6 FSI versions and found something I was totally unaware of; a 2.0 FSI 4-Motion, there cannot be many of those around, it transpires that 4Motion was offered as an option on all GT FSI / GT TDI models. Got to drive a Citroen C3 Picasso belonging to a family member (not my choice) a while back and it left me rather bemused; the 'auto' had only 3 positions R, N, A (A being Drive), there was no P! Hadn't come across this before and it meant juggling hand brake as you would in a manual, it did have a 'hill assist' which I didn't want to stay in there long enough to try. The other thing being you could push the 'gear stick' into left gate and push or pull to go up or down the gears and it had flappy paddles which would do the same, talk about being overcomplicated and unnecessary.

At one of the shows, I picked up a free copy of BusinessF1 magazine simply because it had Steve McQueen & Le Mans, on the cover and had an article about racing films. I was quite shocked reading through it, is very opinionated as opposed to my usual, mostly middle of the road MotorSport.

Plenty I didn't have any idea about; some pretty unpleasant stuff about the late Peter Warr, a lot in opposition to Chinese GP due to their mass use of coal for energy and no effort at the transition to Net Zero that F1 is peddling, Graham Hill missing out on a knighthood due to his fatal plane crash, the apparently imaginative world of Joan Villadelprat, a great article by Stefan Johansson about meeting Enzo Ferrari, a most interesting profile of Sergio Marchionne, and of course the afore mentioned, comprehensive article on racing films, quite an insight. I enjoyed the blunt read, but got me questioning, how much can we believe in the media?

Just for entertainment I am going to hunt this magazine down again, heck I may even subscribe.....until I saw the £27 a copy in small print, yikes.

# JANUARY HVVC MEET AT CROSS HANDS, OLD SODBURY



**A warm welcome to our many new members this month:**

***Martin Sheppard, Paul Brennan, Mike & Stuart Wilson, Tom & Abigail Moore,  
Paul & Keith Harvey, Logan & Nathan Evans and Joseph Bennett***

*Please feel free to write an article for Backfire or email us with any requests or suggestions on how to best meet your motorsport needs.*

***Bristol Pegasus DESPERATELY NEEDS YOU!  
PLEASE.....***

**The successful running of this club relies on its volunteers.  
Can you help? We desperately need organisers, willing  
helpers, venues and ideas to make this club even better.**

**Tell us what YOU want from this motor club.**

**BPMC CLOTHING  
NEW DESIGN COMING SOON**

**Visit our Club Facebook Group for all the latest news  
and photos from our events  
<https://bristolpegasus.com/facebook-group>**

**And don't forget to visit our webpage  
<https://bristolpegasus.com/>**

# GT40 Update

*by Bob Bull*

Here are a few video links re the build:

VIDEO 23

[https://youtu.be/l1b4O\\_h5jYs](https://youtu.be/l1b4O_h5jYs)

VIDEO 24

<https://youtu.be/PLb9oTQX5vw>

VIDEO 25

<https://youtu.be/9c5V1s7gmww>

VIDEO 26

[https://youtu.be/ckqrk\\_cbr5s](https://youtu.be/ckqrk_cbr5s)

VIDEO 27

<https://youtu.be/gFj0pzoXQTU>

VIDEO 28

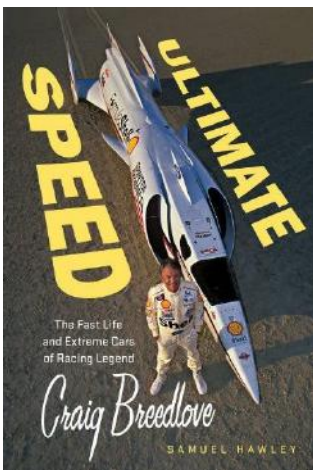
<https://youtu.be/frxgSJziPLA>

In Summary, the Engine and ancillaries are virtually complete, 4 corners have been assembled, and some tweaks like steering limits to be set later.

Body panels are all tried and ready for bonding and riveting with some mods.

## Reading Room

*books what I've read - by Martin Emsley*



Land Speed Record for me this month and what a gem. Rather like the Knievel book this is an interesting read about one of the most charismatic of record breakers; a 5-time record holder and the first man to 400, 500 & 600mph on land. Not only detailing his record breaking exploits but also the struggles to build his vehicles and indeed his whole life. As is often found driven people sometimes have inner demons to contend with and these are included in his life story.

Samual Hawley is also the author of the rather good 'Speed Duel', The inside story of the land speed record in the sixties which is well worth opening.

# Aberdare Park Road Races Saturday 22<sup>nd</sup> July 2023

## by Claire Meadows

Aberdare Park is a picturesque Victorian park in the middle of the Welsh town of Aberdare. It may at first seem like an unusual place to watch racing, but what a fantastic venue it is!



They have been holding motorcycle road races there since 1950, when the local authority organised official races to channel the enthusiasm of those who were participating in late night illegal races. There was a gap of some 14 years after the mid 60's, but the event has been run over 60 times over the years.

The circuit itself is only 0.9 mile long and winds its way through the midst of the park, past rose bushes, statues and round a scenic boating lake, complete with swans and geese! There are two main straights, several corners and a downhill esses section with a change of camber, which can be very tricky. The track is in fact sometimes colloquially known as 'Aberscare' due to its technical sections, and proximity of trees! Even though it is a really short circuit, it certainly is challenging!

Aberdare is only about an hour away from where we live in Bristol, so an easy day trip for us. Last July was the 4<sup>th</sup> time I had been to these races, starting in 2018, and it was Chris' 2<sup>nd</sup> time, after his first trip the previous year, which had been on a nice dry day! That was not the case this time! It rained almost solidly for the 8 hours we were there!! But we had dressed accordingly with wet gear and a big brolly, so we were well prepared!! We did feel for the riders and marshals though, out all day in those conditions! The marshals do a brilliant job, as you expect, so many thanks to all of the orange army!

On arrival at the park, you walk uphill past all the flowerbeds, and soon notice that every tree in the vicinity has a hay bale attached to it with parcel tape! This also applies to the entrance statue and benches!

The marshalling team there are very enthusiastic and the organisers run a great smooth-flowing event. The format starts with mixed practice sessions during the first morning, followed by 13 races! These are described in the handy programme which really helps with rider and class identification.

There are various classes including Lightweight, 600 Park Challenge, Golden Era, Sound of Thunder (aptly named!), 50cc, 80cc & 125cc Streetstock Challenge, Superbike Welsh Open (max of 750cc). The racing begins with heats and builds up to the finals.



Sunday is similar, with loads more races! There was also an hour and a half 'church break' that morning, which is usually a great time to wander up the hill to the race paddock, but we didn't go up there this time, due to the wet weather. We did spare a thought for the racers contending with the muddy fields this time! On the previous visits when I did go up to the paddock, it was very interesting and the teams were all very friendly, even though they are busy getting ready for the races!

Some riders and bikes go in for multiple races, as the bikes can be eligible for a few different classes. This year the fields ranged from about 6 riders to around 20, depending on the popularity of the race. The races start with a warmup or sighting lap, and are between 6 and 15 laps, depending on the class, and how the running order is progressing. The lap record is around 39 seconds!!! (I would normally like to tell you exactly, but the interesting website is being revamped and some of the historical detail is not yet on there!).

I believe the record is still held by Alex Sinclair, though it was pretty close in 2022 when it was dry! There have been several famous names who have raced at 'the Park' over the years, including John Surtees, Mike Hailwood, Phil Read, Carl Fogarty and William Dunlop as well as John McGuinness. In 2022, Davey Todd was imperious, winning about 8 races! There are of course some excellent local riders, who are Park specialists, and their inside knowledge and experience really shows in many of the races. Some of the big names in the area are Jay Bellers-Smith, Alex Sinclair, Ty Jones, Michael Rees and Paul 'Potchy' Williams, to name but a few.



The standout newcomer rider this year was undoubtedly Chris Ganley. Chris was a motorbike rider when he was in the army, and had some injuries after a crash in 2014, resulting in the loss of his left arm. He persevered and began racing in earnest in 2022. Everyone was impressed by his debut performance round the Park! Especially in the wet conditions!

The circuit itself has a good mix of speed on the straights and some very technical corners, which can catch some newcomers out! Because of the size of the place, I like to go to the first straight just along from the startline to watch the first practice and then work my way round the circuit throughout the day, gaining different views as I move along.

This time, Chris and I arrived at about 9:30am, while the first warmup was taking place. We waited only a few minutes and at the marshals' instructions crossed over to the infield where the majority of the spectating positions are. We grabbed a hot drink and took up a position about 50 feet past the start line on the Swallow Straight.

We watched a few groups of practice sessions from there. To be honest we were a bit confused when we tried to follow the order of the programme, because some bikes and riders were multi-classing, so we weren't sure which class we were watching! It later became more clear as the heats started and the commentary began in earnest!

These first few photos are: Shaun Wynne from Bristol, local boy Jay Bellers-Smith, Ty Jones from Wales and another rider The next photo shows Ryan Dixon leading another rider followed by Ty Jones



The following photo shows riders approaching the first bend at close quarters.





After half an hour or so we moved along to the first corner, the Rosaries.

Despite the rain, the riders were still going for it, and shooting up some rooster tails of spray as they went! It was great to be on that corner as you can see the riders tipping in only about 10 feet away from you.

After a couple more heats we moved along to watch opposite the rose bushes; always an unusual juxtaposition of machines and country garden! We then walked up the slope, under the trees to Chapel corner. There seemed to be a fair few overtaking manoeuvres along there, including these two of Shaun Wynne (777) overtaking Northern Irishman Jonathan Watt (61)!



By now we were ready for the packed lunch we had brought. I pulled out my handy portable tripod stool, and ate under the umbrella, with Chris preferring to stand. We were able to get another hot drink from the vendors in the infield. There are numerous vans selling hot food, and stalls selling t-shirts and bike gear.

There is also a section further down where all the Parade bikes pit. There are usually at least a dozen of these, some historic bikes and others of interest. These come out for regular sessions throughout the day, maybe 3 or 4 times, with riders doing 6 or more laps, so plenty of time to enjoy the variety of machines on display, with a few wheelies often thrown in! This also gives the racers time to recoup and get ready in the pits, especially those who are multi-classing.



There had been a bit of a break around lunchtime whilst they sorted out a technical glitch with the timing system, no doubt caused by the excessive amount of water around! (I know the feeling, as I had been taking photos with my mobile phone, which later got some water inside it and decided to stop working! Luckily I recovered thousands of photos that I had on it, thanks to the wonders of the 'icloud'!). After the stoppage the officials were soon back to the efficiently run system, with some impromptu workarounds that kept the action flowing and the racing on track!



Our next position was on the Back Straight, which was pretty quick despite the weather. Here is Ty Jones pulling a wheelie along the straight

Following on from this is Paddock Bend, which does what it says on the tin – this corner is the entrance to the track from the paddock further up the hill, and offers a great view of the riders coming on to the circuit.



Our next spot was further along under the trees, with an excellent view of the S bends Foggy's and Buckley's which are on a slope.



There was some great action through there with the several changes of direction!



Just along from there is the crossing point, which leads to the old bandstand, and then a nice walk past a small stream to walk up to the paddock.

The bandstand area is the only spectating section on the outside of the circuit and offers another interesting perspective of the S bends.

The prize presentations are held in the paddock, and the trophies at this event are fantastic! They are made of coal or made to look like coal and are in shapes such as gears, bikes, wheels and the circuit itself. For all the winners these are a great memento of a unique circuit!



At the bottom of the esses section, there is a fence which you cannot walk behind, due to the trajectory of the bikes coming round the bend. So at this point, you walk round the large boating lake, which has a café on the other side. There are dozens of swans and geese and ducks, which are largely kept in place by that fence.

There are a couple more viewpoints between some trees, and one is next to the ornate Victorian fountain. We eventually moved along further so we were just up from the last bend.

The action is pretty fast and furious through there at Gordon's corner which slopes down in a sweeping bend! In the photo you can see bike 95 John Cooke nearly getting his knee down as he passes the baled up statue!



For the last few races of the day, we walked back to the Start/Finish line area and watched a couple of grids set off.



There were some close finishes, with winners celebrating with wheelies along the straight and punching the air! The last race finished a little before 5pm.



Despite the weather, we had a great day with some very entertaining racing in a fantastic atmosphere!

The 2024 races take place on Saturday & Sunday 3<sup>rd</sup> & 4<sup>th</sup> August and we thoroughly recommend a visit! You can find all the details on: [www.aberdarepark.co.uk](http://www.aberdarepark.co.uk) We are all hoping for a drier event this year!

## Political Petrol

*by Bob Bull*

### ***Mercedes-Benz Scraps Plans to Make Only Electric Vehicles Due to 'Market Conditions'***



Mercedes-Benz has backtracked on their plan to transition to selling only electric vehicles after 2030, with company officials saying that “market conditions” have not allowed that to happen.

*This after Ford, VW, and Toyota all expressed doubts over EV legislation.*

*When will the Government see sense?*

# 2024 F1 Calendar

	Grand Prix		Circuit	Date
1	Bahrain		Bahrain International Circuit, Sakhir	2 Mar
2	Saudi Arabian		Jeddah Corniche Circuit, Jeddah	9 Mar
3	Australian		Albert Park Circuit, Melbourne	24 Mar
4	Japanese		Suzuka International Racing Course, Suzuka	7 Apr
5	Chinese		Shanghai International Circuit, Shanghai	21 Apr
6	Miami		Miami International Autodrome, Miami Gardens, Florida	5 May
7	Emilia Romagna		Imola Circuit, Imola	19 May
8	Monaco		Circuit de Monaco, Monaco	26 May
9	Canadian		Circuit Gilles Villeneuve, Montreal	9 Jun
10	Spanish		Circuit de Barcelona-Catalunya, Montmeló	23 Jun
11	Austrian		Red Bull Ring, Spielberg	30 Jun
12	British		Silverstone Circuit, Silverstone	7 Jul
13	Hungarian		Hungaroring, Mogyoród	21 Jul
14	Belgian		Circuit de Spa-Francorchamps, Stavelot	28 Jul
15	Dutch		Circuit Zandvoort, Zandvoort	25 Aug
16	Italian		Monza Circuit, Monza	1 Sep
17	Azerbaijan		Baku City Circuit, Baku	15 Sep
18	Singapore		Marina Bay Street Circuit, Singapore	22 Sep
19	United States		Circuit of the Americas, Austin, Texas	20 Oct
20	Mexico City		Autódromo Hermanos Rodríguez, Mexico City	27 Oct
21	São Paulo		Interlagos Circuit, São Paulo	3 Nov
22	Las Vegas		Las Vegas Strip Circuit, Paradise, Nevada	23 Nov
23	Qatar		Lusail International Circuit, Lusail	1 Dec
24	Abu Dhabi		Yas Marina Circuit, Abu Dhabi	8 Dec

## Fantasy Formula One 2024 Positions after Saudia Arabian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Jonathan Taylor	Alonso	Piastrri	Aston Martin	McLaren	RB	144
Chris Bennett	Magnussen	Ricciardo	Haas	Red Bull	Red Bull	132
Helen Davies	Magnussen	Sargeant	RB	Red Bull	Red Bull	131
Jessica Robson	Magnussen	Sargeant	RB	Red Bull	Red Bull	131
Martin Emsley	Albon	Piastrri	Red Bull	Williams	Aston Martin	120
Mike Bennett	Piastrri	Ricciardo	RB	Red Bull	McLaren	117

Ken Robson	Ricciardo	Tsunoda	RB	Red Bull	Ferrari	117
Andy Moss	Albon	Ricciardo	McLaren	Red Bull	RB	115
Pat Holmes	Gasly	Piastrri	RB	Red Bull	Aston Martin	115
Tim Murray	Albon	Piastrri	Ferrari	Haas	Red Bull	115
Chris Thompson	Albon	Verstappen	RB	Sauber	Red Bull	105
Martyn Davies	Piastrri	Ricciardo	Ferrari	RB	Ferrari	105
Lisa Davies	Sainz	Stroll	RB	Red Bull	RB	103
Mal Allen	Albon	Gasly	Ferrari	RB	Red Bull	103
Liz Ibrahim	Sainz	Zhou	McLaren	Williams	Red Bull	102
Joe Robson	Ricciardo	Stroll	Aston Martin	Red Bull	RB	101
Bernie Humphrey	Albon	Alonso	Aston Martin	McLaren	Ferrari	98
Katie Davies	Alonso	Piastrri	Ferrari	RB	McLaren	91
Neil Lock	Albon	Verstappen	McLaren	Williams	Williams	89
Luke Edwards	Piastrri	Verstappen	Alpine	RB	Aston Martin	89
Sharon Reynolds	Norris	Russell	McLaren	RB	Haas	89
Richard Ibrahim	Albon	Verstappen	RB	Williams	Mercedes	84
Mary Craddy	Pérez	Russell	Sauber	Williams	McLaren	83
Mike Marsden	Alonso	Leclerc	Aston Martin	RB	McLaren	82
Mark Everett	Albon	Hamilton	McLaren	RB	Ferrari	81
Martin Baker	Alonso	Verstappen	Alpine	Sauber	RB	78
Richard Reynolds	Russell	Verstappen	Haas	RB	Aston Martin	77
Simon Moss	Alonso	Verstappen	Aston Martin	RB	RB	76
Dave Cooper	Piastrri	Russell	Aston Martin	McLaren	Alpine	75
Bob Bull	Albon	Norris	McLaren	Williams	Mercedes	73
Paul Weller	Albon	Norris	McLaren	Williams	Mercedes	73
Abi Reynolds	Norris	Piastrri	Aston Martin	McLaren	Alpine	69
Charles Alexander	Ocon	Verstappen	Aston Martin	Williams	Williams	69
Donny Allen	Sainz	Sargeant	Aston Martin	McLaren	Mercedes	69
Mark Hoppe	Norris	Ricciardo	Aston Martin	Williams	Red Bull	69
Andrew Webb	Norris	Russell	McLaren	Williams	RB	68
Dick Craddy	Sainz	Verstappen	RB	Williams	Alpine	66
Alison Bennett	Albon	Norris	Mercedes	RB	Aston Martin	55
Mark Niblett	Hamilton	Magnussen	McLaren	Williams	Mercedes	49
Alyson Marsden	Alonso	Hamilton	Aston Martin	Williams	McLaren	47

**CLUB NIGHT MONDAY 8TH APRIL  
@ BAWA CLUB IN THE BAR AREA  
NATTER & NOGGIN FROM 1930hrs**



**FIRST BREAKFAST MEET OF 2024 IS 31ST MARCH  
*Eggs Optional***





## Petrol and Steam breakfast meets 2024.

- 31<sup>st</sup> March
- 28<sup>th</sup> April
- 26<sup>th</sup> May
- 30<sup>th</sup> June
- 28<sup>th</sup> July
- 25<sup>th</sup> August
- 29<sup>th</sup> September
- 27<sup>th</sup> October

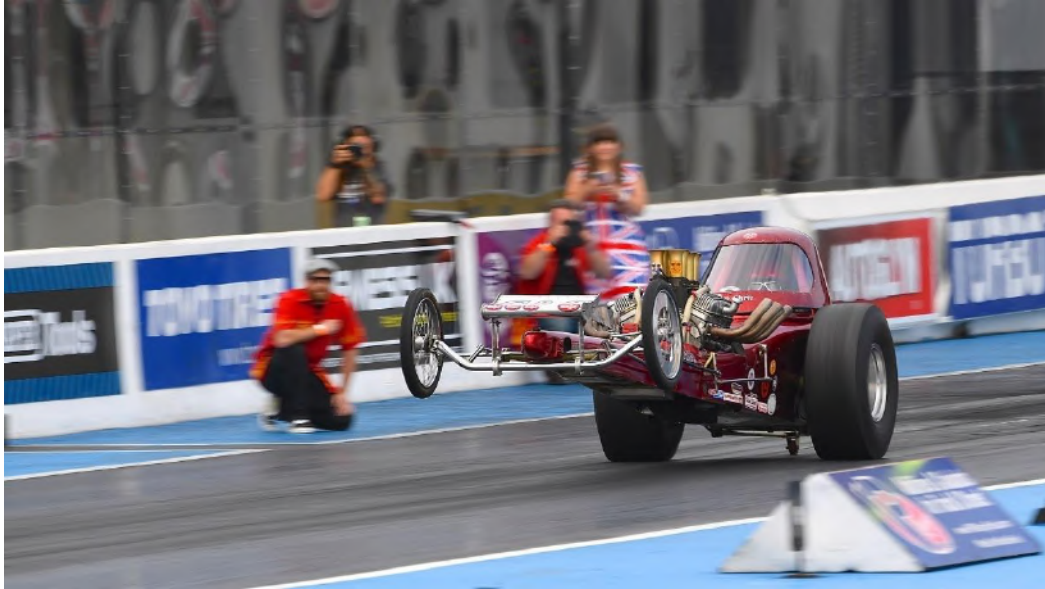
Dean Forest Railway, Forest Road,  
Lydney GL15 4ET.  
Starting at 9.30am with refreshments  
available.

## SUNDAY 28th APRIL PRODUCTION CAR TRIAL @ DUNDRY





**CLUB NIGHT MONDAY 13TH MAY  
@ BAWA CLUB  
A TALK FROM OUR VERY OWN CRAZY CHRIS  
HARTNELL FROM 1930hrs**





Chris's talk is bound to be informative and entertaining. He has lots of topics to choose from. Drag-racing in his slingshot or on his drag bike or displaying his hot rod or his new acquisition the Bergerac Car! Whichever he chooses make sure you're there to be enthralled.



## ACE TOUR 2024

The 25<sup>th</sup> ACE Tour will take place on **Sunday 2<sup>nd</sup> June**. This will be raising funds for the Prostate Cancer Charity. It

will follow a previous route, not used for many years, approximately 100 miles, the format will be more relaxed than recent tours. Put the date in your diary and keep an eye out on club website for entry forms. Please note; This will be the **final** tour unless new organisers come forward to replace the existing team.



ENTER ONLINE: <https://bristolpegasus.com/events/ace-classic-tour-2024/>

**LLANDOW SPRINT SATURDAY 8th JUNE**  
**REGS AVAILABLE NOW**  
**JOINT EVENT RUN BY PEGASUS & BMC**  
**<https://bristolpegasus.com/events/june-llandow-sprint-2024/>**



# PEGASUS TRACK DAY SATURDAY 24th AUGUST

**Some Pegasus members will be on hand to offer guidance to newcomers.**



**And the Abarth Owners Club will be in attendance again this year**





## PEGASUS SPRINT SATURDAY 19th OCTOBER CASTLE COMBE CIRCUIT



Mike Kasson competing at Pegasus Sprint in 2012 in his Fiat X19 Special



## Endpiece

*by Martin Emsley*

Was out walking and saw this beautiful Riley parked on Blackboy Hill, looked genuine enough and in super condition, was a bit confused as it had plastic windscreen nozzles mounted on the bonnet and the rear lights appeared to have been liberated from a Volkswagen Beetle, maybe they were just practical upgrades.



# ***BACKFIRE***



***Del Lines catapults skywards at over 100mph in his Carrera at the Cheltenham Stages in 1975***

***A real rally boy***

## 2024 Events Calendar

Sunday 31st March	Breakfast Meet	FOD Steam Railway
Monday 8th April	Club Night	BAWA
Sunday 28th April	Breakfast Meet	FOD Steam Railway
Sunday 28th April	PCT	TBC
Monday 13th May	Club Night Talk by Chris Hartnell	BAWA
Sunday 26th May	Breakfast Meet	FOD Steam Railway
Sunday 2nd June	ACE Tour	TBA
Saturday 8th June	Llandow Sprint	Llandow
Monday 10th June	Club Night	TBA
Sunday 30th June	Breakfast Meet	FOD Steam Railway
Monday 8th July	Club Night	TBA
Sunday 28th July	Breakfast Meet	FOD Steam Railway
Monday 12th August	Club Night	TBA
Saturday 24th August	Trackday	Castle Combe Circuit
Sunday 25th August	Breakfast Meet	FOD Steam Railway
Monday 9th September	Club Night	BAWA
Sunday 29th September	Breakfast Meet	FOD Steam Railway
Monday 14th October	Club Night	BAWA
Saturday 19th October	Pegasus Sprint	Castle Combe Circuit
Sunday 27th October	Breakfast Meet	FOD Steam Railway
Monday 11th November	Club Night	BAWA
Monday 9th December	AGM	BAWA

**DEADLINE FOR NEXT BACKFIRE  
APRIL 5th**

**Contributions welcomed  
email [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) by the above date**