

Backfire

Bristol Pegasus Motor Club Magazine

August 2023



Spence & June at Le Mans (article next month)



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

Who's Who in Bristol Pegasus Motor Club

President – Dick Craddy dick.craddy@bristolpegasus.com

President – Bob Hart bob.hart@bristolpegasus.com

Committee

Chairman – Nick Wood chairman@bristolpegasus.com

Treasurer – Martin Baker treasurer@bristolpegasus.com

Secretary – Tim Murray secretary@bristolpegasus.com

Membership Secretary – Bob Bull membership@bristolpegasus.com

Competition Secretary - Coralie Thompson coralie.thompson@bristolpegasus.com

Club Safeguarding Officer – Chris Thompson chris.thompson@bristolpegasus.com

Website Officer – Richard Reynolds webadmin@bristolpegasus.com

Magazine Editor – Cherry Robinson backfire@bristolpegasus.com

Committee Member – Sam Thompson sam.thompson@bristolpegasus.com

Committee Member - Ralph Colmar ralph.colmar@bristolpegasus.com

Committee Member - Pete Goodman pete.goodman@bristolpegasus.com

Other Club Contacts

CMSG Rep – Alan Spencer alan.spencer@bristolpegasus.com

Archivist – Pete Stowe pete.stowe@bristolpegasus.com

Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



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



Photo Gallery – 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



Nick's Natter

Well June has been a fairly quiet month re car stuff. A few of us Pegasus members met for a social evening with live music at Lydney Town Hall. The band Beach Boyz were very good and an enjoyable night was had by all.

The next day was an early start as I was marshalling at Prescott with a couple of other members. I am now officially a member of the Orange Army! I never thought I'd be wearing the 'suit'. It was a long day but great racing as always.

And then it was club night at the Boar's Head where we had a lovely meal and were joined by a few old faces and one new member. The weather was pleasant, and we sat outside. Hopefully a few more of you will come next time.

Then on the Wednesday we flew to Preveza (Greece) a familiar place to Dick Craddy! It's yet another wonderful Greek destination. We spent many hours watching the many boats and drinking cold beer. I actually saw a sea turtle!

The Breakfast Meet was fairly well attended considering there were other events on that day. We were moved from our usual spot because the BBC were filming there. I finally managed to get my Pontiac out of the garage. It has finally been fettled and sorted by the maestro Terry Clarke and drives beautifully now.

And to round off, Martin Emsley and Dino came with me up to Santa Pod at the beginning of July (a full report will be coming from Martin next month) for Dragstalgia. The weather was against us at the start but once racing got under way it was an excellent day. We saw the Hartnells there and 'Commuter' the famous dragster that took Donald Campbell's flying mile record in 1970.







Photos from Pod





It's an uphill struggle –to the Goodwood Members' Meeting

by Jones the Speed aka Phil Jones

There was a remote possibility of taking two sportscars for the fun of it, but the April showers were a bit more than showers and the forums were full comments about pre-fitting towing eyes and bringing a suitable car. Even I got the point.

From the experience of being towed out in the steam roller tyre, C63AMG by a lovely Series 2 Landie a few years ago, we settled on pinching the C.O.s Scooby Doo as a low effort way of enjoying the weekend. As it happened, the car parks were not too bad at all, thanks to lots of juggling of routes and last-minute land usage changes. The worst of it was the camp / trailer site where campers were being towed *in* by tractors. Around the circuit it was better than expected, notwithstanding a few moist paths to the loos...



As usual, the variety was brilliant. Where else would you see a muddy Honda N600 near a current Ford GT. For that matter, where else would you see an N600?



I'm not normally a big fan of demos, as you often find that there is one car, piloted by someone who is either not used that car, or just struggles with driving around a circuit and it ends up as a slow-moving snake. But the GT1 demo was wonderful. A Porsche Cayman GT4RS course car, which we timed doing 1m 27s with two up and a flashing light bar on top, led them with a freer reign. Top marks.

For whatever reason – probably money – I didn't see these 90s and 2000s cars in their day, so it was a real treat to see and hear a DBR1 and a Ferrari 550 howl past, followed by Vipers, Corvettes, a Mosler, Lister Storm and of course my favourite, the Marcos LM600 Evo, which Cor Euser himself drove on the day. Nicknamed La Bomba, it's an extreme, Dutch, evolution of the mid 90's LM600s produced by the factory. The cartoon looks and almost industrial sounding Chevy were show stopping.

The Jag V12 in the Lister Storm sounded quite low revving and tame compared with the Aston and Ferrari V12s and the air restrictors on show in the pic may well be the reason why. It's got quite a short wheelbase, so I bet its lively in the wet.



Other favourites in the paddock included an ex-Tony Lanfranchi BMW 3.0Si and a host of Porsches in a 75th Anniversary display. The predecessor to the 934 turbo looked a bit like a cow's undercarriage to me.



And what about these Porsche 935 BBS wheels with their Aero covers. One for the living room cabinet perhaps?



The GMA T50s were circulating with their unique V12 wail. I'm not a fan (excuse the pun) of their looks which, for me, are not a patch on the McLaren F1, but the detailing and the way they go and sound is fantastic. The test mule was also present, a much hacked about Ultima that I have not seen before.



You can't get much respite from EVs and virtue signalling green credentials these days and an electric, late 60's, Mustang whooshed about as did a Taycan. A 60's Mustang is just not a Mustang without a barking V8. Even a straight 6 would have been fine.

But 'The Biscuit' was taken by a stand in the retail area where a (very Ernest) salesman was busy convincing potential punters, or more likely, idle passers by, that removing the signature Flat 12 from a Ferrari Testarossa and replacing it with an electric motor lowered the Centre of Gravity and so made it all the better. Hard to know what to make of all that really.

No one buys a Testarossa as a 'C of G focussed' track weapon. When a huge, heavy, Flat 12 is plonked high up on top of the gearbox, it's not hard to improve upon the C of G. But the engine forms much of the car's appeal. It's a bit like making a Victoria Sponge and replacing the jam and cream with a light skim of margarine. It *is* less fattening but, well, no one orders a cake to get slim, do they?



Out on the Lavant straight car park, there was the usual eclectic mix of owners' cars, most of which successfully navigated the mud bog at the entrance to the parking field.

I spotted a real rarity, a Lotus Esprit S2 like mine. He was leaving the parking area as I arrived and I noted very low – possibly even collapsed – rear suspension and a lot of negative camber, like an early Alpine A110. Mine is the opposite, a bit too high and with a touch of positive in its static state, which I have been meaning to sort out. This impromptu sighting helped me understand that the upper link formed by the driveshaft does promote a lot of camber change with load, so I reckon lowering my 'rear end', as it were, will get it into a neutral state. It's got adjustable platforms and currently sits about 15mm higher at the rear, so it looks like an easy improvement. We'll see. But it just goes to show that inspiration comes in many forms and keeping your eyes peeled is a good policy.

The Bentley and the Honda S800 were roughly the same distance from the fence at their rear(s), so the comparison was a bit of fun. Little or large?



Speaking of which, you bump into all sorts, don't you? I had earlier seen Mr Kason deftly navigating the mesh walkways with a large box under his arm, which had the potential to cause a 'Carry On Your Arse' moment.

And, in the Lavant car park, there he was again and we managed a quick snap to record the moment, courtesy of his 'chauffer' and in the shadow of their, er, Shadow. What a lovely way to arrive at the circuit.

It brought back memories of my hair brained idea in 2018 to buy a Silver Shadow, tour Europe and then sell it afterwards. It didn't pass the C.O.'s logic test, funnily enough.

Political Corner – Politics of Motoring

by Bob Bull

Postal copies of Backfire will have received a car sticker stating NO ICE BAN

For those unaware, private motoring for the masses is heading for oblivion! At least that's the plan of the World Economic Forum, whilst they travel in Private Jets and Chauffeur driven cars they are claiming a 76% reduction in private cars is needed to save the planet! They along with, the majority of, governments in the World and certainly the UK believe that CO2 is responsible for Climate Change. Not sure what caused Climate change before 1886 unless of course it was natural evolution?

In the UK the war on cars has reached fever point in the minds of many politicians who believe we should walk, cycle, bus or train (when they are running!) but not enjoy the freedom private cars can give. To this end crazy schemes limiting free travel are becoming the norm in many cities. They vary in nature from through road closures to travel gates and removal of parking capabilities.

The UK Government, who incidentally set laws, tell us its law that no Internal Combustion Engine cars can be sold from 2030, unlike the EU who have come to their senses. So the stickers are part of a series of campaigns by the Alliance of British Drivers who are fighting for the democratic right for motorists to travel how they want to where they want on roads they have paid for.

Why not become a member or supporter of the Alliance of British Drivers (ABD.org.uk)

A warm welcome to our new members this month:

Jorge & Rui Brazao, Martyn & Ann Mitchell, Peter Stiles, Stephen Handley,
Rachel & Thomas Woodcock and Leon & Bailey Tutuvanu

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 NEEDS YOU !

The successful running of this club relies on its volunteers. Can you help? We need marshals, organisers, willing helpers, venues and ideas to make this club even better. Tell us what **YOU** want from this motor club.



Random Ramblings

by Martin Emsley

Going back to the 1980 Weston Speed Trials programme I dug out, I wondered who was the driver and what was the car on cover? Well both Pete Stowe and Nick Wood sent me information;

Martin Brain's Cooper T81B-Chrysler - BTDs in 1968 & 69, for sure this image matches up with those on the good old interweb, with the very distinctive 'roll bar' and Chrysler intake / exhaust layout. Next question is why did they use an old picture on the cover of the programme and not one of the 1979 winner whoever that was? Plus, poor old Martin Brain had been dead for 10 years.

I have never heard of Martin Brain or his Cooper so dug a little deeper on the web, I love oldracingcars.com, a treasure trove of information;

Martin Richard Brain (22 December 1932, Birmingham – 25 May 1970, Silverstone) was a British racing driver known for his exploits in British hill climbs and club racing.

Brain was a familiar figure within the hill climbing community both as driver and mechanic. He finished as overall runner-up to Peter Lawson in the 1968 British Hillclimb Championship in a Cooper T81B F1 chassis which he had fitted with a 7.2 litre Chrysler V8 engine, taking one win and four second places. This was a 1967 ex-F1 chassis which previously had Maserati V12 engines.

The following year he drove the Cooper T81B and a Cooper T86B BRM F1 car to take 4th place in the championship with a further two wins. Martin Brain scored two race wins in club Formula Libre races, firstly at Silverstone in September 1969 and Croft in May 1970.

He died in a race organised by Nottingham Sportscar Club at Silverstone when his Cooper BRM left the track during a close dice with Graham Eden's Chevron and flipped.

The car still exists in a private collection.

Thought I would take a look at Graham Eden, as I had not heard of him either, interestingly the last race I could see for him was 05/07/1970, NSCC Silverstone (Formula Libre) DNA, no mention of a meeting around 25/05/1970. Is this the same Graham Eden who ran cars in The Aurora AFX F1 Championship in late '70s?

Well, that got me thinking about the old Corgi Cooper Maserati which I recall in the earlier blue wingless Rob Walker livery, I presume the Jo Siffert car. It was released again later with wings and steering which operated by leaning the driver left or right available in yellow / white or orange / white. The front casting had been modified to incorporate winglets.



And in my research came across the Dinky Hesketh 308E in Olympus livery, that could be converted by a budding modeller to the Ted Williams sprint car, maybe. And also, Corgi produced a James Hunt Hesketh 308 die-cast, this was also available in a yellow Corgi Toys livery.



Which brings us full circle as the results for 1980 show FTD as going to Ted Williams 11.38 seconds, but Mark Williams set a new course record during The British Sprint Championship Top Ten runoff of 11.19 seconds Av. 155mph on the half kilometre course! They also awarded an awful lot of trophies for the one event, maybe more than BPMC have in total!!



Isn't the old Interweb a wonderful thing, what did we do before we had access to so much information. I must admit to getting sucked in and spend far too much time looking for stuff. But it is brilliant; If I have a new job to do on a car, I take a look and can often find a video explaining how to do it, if I hadn't when the Golf clutch pedal required removal and rebuild, I would never have managed to get the return spring back in.

X2s Sportscar Project – A Little More Progress.....

by Dave Cooper

With the onset of advancing age, my winter workshop time is getting less and less. The ever-rising heating costs don't exactly help either! However, we did manage quite regular half-days, once a week, to keep things moving.

Main progress has been a complete re-think of the front uprights and hubs. On going through the stress calculations with a trusted friend, we felt that if the driver 'kerbed it' really hard, then all might not be well in the wheel bearing department. Originally, these were stressed for 7.5G and we've now upped this to 10G. So, re-designed uprights /spindles /bearings and housings are in progress (via my ex-business partner at Track Developments using "TurboCAD") and we've switched to a much higher spec' of wheel bearing to match.

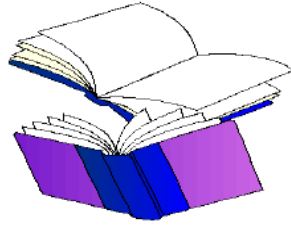
Other work has been to the construction of the rear wing(s) and flap arrangement. Shortly to be foam /epoxy filled ready for final carbonfibre work now that we have the warmer temperatures (I like to have 22-28 degrees workshop temps for this work to be on the safe side).

ECU and wiring: A bit of a nightmare here. We don't know the exact year of the engine but it's believed to be around mid-90's. I found a downloadable PDF 'workshop manual' for 1995.

Well, some of the wiring ties up and some doesn't...However, I think we've traced most of the main sensor feeds back to the original Mazda MX3 ECU. Also, some of the wire /engine harness condition is of the 'birds-nest-soup' variety. Frankly, I don't trust it. So, I've started looking at 3rd party (After Market) ECU's eg "Megasquirt", "Microsquirt" and something called "Speeduino" which is based on the Arduino microcontroller that I dabble with in my electronics hobby work. Speeduino looks interesting (and cheap) but I've heard that ignition timing can be a little unstable. That may just be a software thing that needs a tweak or two – similar to C and C++ programming language.

As Summer approaches, a bit more chassis work will begin. Internal panel fitting, steering mounts, fuel tank compartment lining (Kevlar) and lots of other small jobs to tinker with. Oh, and when the new prototype upright comes in, a trial build of the front end to add to the fun. This will be to the original 'as-designed' suspension geometry unless the new work has introduced something unexpected. Cheers for now...

Help raise funds for Wiltshire Air Ambulance



Every time you want to order from amazon visit our site first <https://bristolpegasus.com/> click on the amazon banner and shop as normal. For everything you order we will receive 5% to pass on to our chosen charity.

From the Photo Archives

by Pete Stowe

Sixty years ago, the Rootes Group introduced the rear-engined Hillman Imp, their rival to BMC's Mini.

A selection of archive images of Club members in their Imps, or Imp-engined cars:



Above - Roger Price Autotesting in the BAC car park on Southmead Road in 1968.

Below - Dick Burris trialling his Sunbeam Stiletto variant at Kyneton Farm near Thornbury in 1978.



Above - Jim McLean's 1972 model Imp in the Testing Trial at Old Down in 1994.

Imp engines were also used by a few specialist sportscar manufacturers, such as Clan and Ginetta.

Below - Mike Bell's Clan Crusader at Wiscombe Park hillclimb in 1985.



Below - Tim Murray's Ginetta G15 on the original Colerne course in the 1983 Two Clubs Sprint.



Triumph Cars.



For a future Backfire feature on Triumph cars at the Club, past and present, could any Triumph-owning Club members please forward details/images of their car(s) to: pete.stowe@bristolpegasus.com



BPMC Polo or Sweatshirts

Sweatshirts & polo shirts are available in the following colours and sizes:

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

Pick your colour and size, state whether polo or sweatshirt and how many, then email Coralie coralie.thompson@bristolpegasus.com










Polo shirts £6.50 each and sweatshirts £10.

Club Facebook Group

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

- You can organise informal meetings with fellow members
- You can view/send event invites.
- You can view/post Items for sale
- You can view/add photos from previous events

2023 F1 Calendar

	Grand Prix	Circuit	Race Date
12	Hungarian	 Hungaroring, Mogyoród	23 July
13	Belgian	 Circuit de Spa-Francorchamps, Stavelot	30 July
14	Dutch	 Circuit Zandvoort, Zandvoort	27 August
15	Italian	 Monza Circuit, Monza	3 September
16	Singapore	 Marina Bay Street Circuit, Singapore	17 September
17	Japanese	 Suzuka International Racing Course, Suzuka	24 September
18	Qatar	 Lusail International Circuit	8 October
19	United States	 Circuit of the Americas, Austin, Texas	22 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	29 October
21	São Paulo	 Interlagos Circuit, São Paulo	5 November
22	Las Vegas	 Las Vegas Street Circuit, Las Vegas, Nevada	18 November
23	Abu Dhabi	 Yas Marina Circuit	26 November

Bristol Pegasus Fantasy Formula One 2023

Positions after Austrian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	825
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	796
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	796
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	705
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	670
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	667
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	652
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	621
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	592
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	575
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	564
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	564
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	550
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	539
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	530
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	527
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	524
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	523
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	520
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	519
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	503
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	502
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	501
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	496
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	494
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	493
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	491
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	425
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	405
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	402
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	400
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	399
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	364

Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	355
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	301
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	300
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	298
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	293
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	280
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	254
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	236
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	209
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	157

BREAKFAST MEET - PETROL & STEAM
Sunday 30th July at Dean Forest Railway, Forest Road,
Lydney GL15 4ET
from 0930

All types of transportation welcome

Food & Drink Available



PEGASUS TRIP

MERCEDES WORLD & BROOKLANDS

Saturday 5th August

Mercedes World offers an exclusive insight into motor sport technology past and present. Or take a seat in the cockpit of our bespoke full size F1™ simulator and race against friends or family in a tense battle for a spot on the podium. Made from an official Mercedes-AMG Formula One show car.

F1 fanatics can enjoy the cinematic experience of the latest Formula 1™ races. Races that happen during our normal working hours will be screened in the Brooklands Hall, while races outside opening hours will be shown throughout the day as re-runs.

Visit our on-site eateries the Recharge Café and The Bistro for refreshments. We do however have picnic tables on our grounds where guests are welcome to bring their own food.

And don't forget the shop.



Brooklands - step back in time to the days of innovation, determination and record-breaking on the site of the world's first race track. Explore the historic site which is brought to life through collections of motor vehicles, aircraft, landmarks and exhibition spaces that explore Brooklands' unique past.

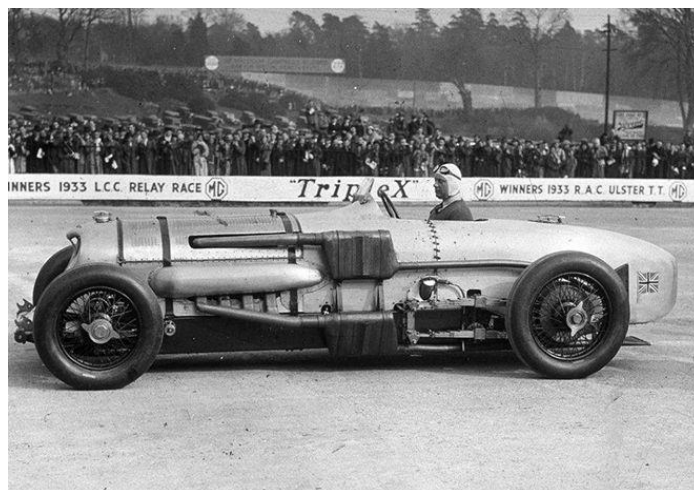


Visit the Motoring Village and see the cars that raced on the historic race track, discover the Aircraft Factory exhibition inside the restored Wellington Hanger, step aboard Concorde and walk on the legendary banked track.

Housed inside two of the original sheds, The Fastest on Earth exhibition recalls the countless speed records achieved at Brooklands and pays tribute to the Brooklands drivers, riders, mechanics and engineers who claimed new records across the world.

Begin your journey inside the Racing Lockups, where we tell the story of the quest for speed, efficiency, and safety in the Raleigh Cycle Exhibition. The story continues in the ERA Shed, the last workshop to be built at Brooklands. In here you will discover the Brooklands Motorcycle collection and some of the greatest Brooklands cars to have raced on the track.

Your journey continues through the racing legends of Brooklands taking you on to the Campbell Shed, the Brooklands base for the World Land Speed Record holder Malcolm Campbell until 1935.



We will visit Mercedes World first and then continue on to Brooklands. A mini-bus is provided to take us there and we will stop at a pub on the way home for food & drinks. There are only a few places left.

Please contact Nick Wood asap if you wish to come - 07786936941

CLUB NIGHT MONDAY 14th AUGUST

**The Boars Head, Main Road, Aust BS35 4AX.
Food available**



CASTLE COMBE TRACK AND TUITION DAY Saturday 19th August

Entries now open. **£155** for non-members and **£145** for members, buys the driver 4 sessions out on the track with a small group of six cars for a maximum of 5 laps at a time. If the weather is good and everything runs smoothly, additional runs can be had towards the end of the day. Close at 5pm.

The day is excellent for newcomers, with a limited number of cars on the track, there is plenty of space to go at a speed that the drivers are happy with and will not impede others on the circuit. The "Castle Combe Racing School" provides an Instructor who gives a briefing to all drivers before they go out onto the track. To help the beginners there are cones out on the circuit to show turn-in points and the apex of a corner. There is also the opportunity for some one-to-one tuition. The Instructor will take a driver out in their car and show them the lines and braking point for their car. Everyone who has done this has come back very impressed and the Instructors are really pleased when the pupils who then go out and put into practice what they have been taught.

There will be a display of cars like last year's successful Anniversary Track Day and a track parade at lunch-time. The 500 owner's association are returning as is the Historic Abarth register and numerous hot-rods. If you don't want to go out on track but just want to bring your car along for the display you are more than welcome.

Camping is available Friday and Saturday night. Castle Combe catering are going to do a BBQ for us in the evening at a cost of £6 per head and the bar will be open. We also hope to have another band. Please advise Nick 07786936941 if you will be camping and/or staying for the BBQ.





<https://bristolpegasus.com/castle-combe-track-and-tuition-day/>

PEGASUS SPRINT

SATURDAY 21st OCTOBER CASTLE COMBE CIRCUIT

Following discussions with Motorsport UK and a review of an incident at last year's event, we have taken the decision to return to the 3/4 lap format. The format is not new to the event, Bristol Pegasus when it reintroduced sprinting to Castle Combe back in 1991 introduced the 3/4 lap format and this was used in 2020 and 2021. Whilst we are disappointed that Camp Corner will not be in use, the change has enabled us to accept more entries, especially as we were oversubscribed last year.



The event is open to BPMC members, member clubs of the ASWMC, ACSMC and members of 500 Owners Association, BARC, MGCC, Castle Combe Racing Club, DEWS, Midland A.C, T R Register, Cheltenham C.C, EMCOS, Reliant S.S.O.C, Volvo OC, Bristol MC, Classic Marques S.S.C, Hagley & D.C.C and Woolbridge MC.

The entry fee is: £135.00

The maximum entry for the event is 140. A reserve list will be started once this figure is reached. The minimum entry is 85.

The minimum entry for each class is 3. The maximum entry for each class is 45, with exception of class A0 which has a maximum entry of 8. Should any of the minimum figures above not be reached, the organisers have the right either to cancel the meeting or to amalgamate classes as necessary.

Entries will be selected in order of receipt.

The entry list opens with the publication of these regulations and closes finally on Saturday 9th October 2023.

<https://bristolpegasus.com/events/2023-pegasus-sprint/>

Final Instructions will be sent by email by Wednesday 11th October 2023. This will include a link to a sign-on form that will need to be completed electronically by Monday 16th October 2023. If this is not fully completed, the competitor may be excluded from the event.





BACKFIRE



***AN ALTERNATIVE USE FOR AN OLD
HONDA 90
THE MOST PRODUCED MOTOR VEHICLE
IN THE WORLD
(SPOTTED IN PREVEZA)***

2023 Events Calendar

Sunday 30th July	Breakfast Meet	FOD Steam Railway
Saturday 5 th August	Club Trip	Brooklands & Mercedes
Monday 14th August	Club Night	Boar's Head Aust
Saturday 19th August	Track-day	Castle Combe Circuit
Sunday 27th August	Breakfast Meet	FOD Steam Railway
Monday 11th September	Club Night	BAWA
Sunday 24th September	Breakfast Meet	FOD Steam Railway
Monday 9th October	Club Night	BAWA
Saturday 21st October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	FOD Steam Railway
Monday 13th November	Club Night	BAWA
Monday 11th December	AGM & Club Night	BAWA

DEADLINE FOR NEXT BACKFIRE AUGUST 5th

Contributions welcomed
email backfire@bristolpegasus.com by the above date