

# Backfire

**Bristol Pegasus Motor Club Magazine**  
**December 2023**



**Photo taken by Martin Baker at the last Breakfast Meet of the Year**

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



Recognised  
Club

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***

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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)



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



## Nick's Natter

I'm happy to report that we had a very successful Pegasus Sprint. The weather could've been better but it was October after all! We've received lots of positive feedback; thanks to those of you that took the trouble to email or post, it's much appreciated. We had that mizzly rain most of the day which made the track quite slippery and we had quite a few offs but thankfully no-one was hurt. Sadly at approx. 4pm a TR4 came off at Quarry significantly damaging the tyre barrier and his car but not himself. The excellent Recovery Team assessed the damage and estimated it would take at least 45 minutes to fix. At that point the Clerk approached all the competitors waiting in the line for their last run to advise them of the delay and they unanimously voted to call it a day. They were concerned about the weather and the marshals and the fact that the repairs could take longer than the estimated time given. And they were right on that score! I would like to thank them for that decision on behalf of all the organisers and marshals. Hope to see you all again next year.

The last Breakfast Meet was again well attended. It was good to see the American Police cars once again and a few new faces and cars.

I've finally found and bought myself a new car. It's a Marcos Mantaray Spyder. Thanks to Owen for his help and advice re the purchase from Redline.





# It's an uphill struggle – and at the back end of the year, something for your back end...

*by Jones the Speed aka Phil Jones*

Yes, it's a James Bond themed khazi. Very innovative don't you think?



It brought untold pleasure to my 'visit' and a whole host of Carry-On style double entendres that the C.O. had to patiently sit through, until the novelty wore off in Jonesy's child-like mind.

But we are getting ahead of ourselves. Or is that behind? Oh dear, let's keep things moving.



Oh blimey, that's another one...

I wondered what might have happened, had I taken up residence behind the trap door with the BMT 216A registration plate.

Ejector seat under the pan? Smoke (or worse) firing out of your rear end?

Piranhas to jump up and nip things 'in the bud' as it were?



After a protracted and, to others in the restaurant, probably unhealthy delay in the Gents, I exited and tried to re-focus on my meal, which, by the way, was excellent.

If you happen to be heading back from Goodwood and need a decent plateful, about 40 mins West, the Old Mill at Botley is one I have visited a couple of times and it's really good.

Anyway, enough of all this toilet humour and on to the reason we were there. The



Goodwood Festival of Speed. Or perhaps, that should be the Festival of Queues. 1.5 hrs to get through the last 5 miles, queued to walk over the bridge into the venue, queued for a coffee etc. It was Thursday, the 'quiet day' and the boys and I had free tickets courtesy of our GRRC membership. But it was likely to be *the* dry day and, post Covid, there seems to have been a bounce in numbers, which is good for sustaining the event but, well, it was hard to see the cars because there was always a crowd stood around them, 3 deep, pointing

iPhones whilst licking £5 ice cream cones.

As ever, the quality of the race cars was fantastic, not least Porsche's 75<sup>th</sup> anniversary display, the same for Lotus and the coup of having the Le Mans winning Ferrari 499P on site.

I was looking forward to going round the manufacturer stands – anyone else miss 'The British Motor Show' of the past? – but so much of it was EV biased that I lost interest and headed for the Cartier Concours field, where you could ogle some proper cars.

On the hill, I have to admit that the Tesla Model S Plaid was ridiculously rapid, but there followed a trail of EV SUVs – possibly the acronym combination of my nightmares – and even the petrol-powered stuff was now so quiet it's hard to believe the change in the last few years. Thank the Lord for Lamborghini, which was the only manufacturer to still have wailing motors and boy did they sound good. The Toyota V6 powered Emira was more muted but still sounded way better than practically everything else, as did the wonderful GT Porsches.

I was watching an excellent You Tube series recently – US based – and the informed opinion was...if you love driving and want something bang up to date, you had better find a way to buy it now as the traditional, analogue, stuff will be disappearing well before 2030. Porsche GT3 anyone? Mustang Mach 1? Corvette C8? Emira? Lexus LC500? MX5? There's still choice, but it might not be around for long and touch screens with, often pointless, chassis settings are here to stay.

The 5-year pushback from 2030 helps in theory but, in reality, the manufacturers are busy decommissioning their engine plants, so whatever the Government might think its influencing, I think the horse may have bolted.

Let's hope the post 2035, under 1000 per year volume exemption, signed off in the EU, will be taken up in the UK. If it does come, expect to see car companies forming small, product based legal entities, to chop their volumes into sub 1000 lots.

Hyundai debuted their 641bhp 'N' hot hatch. Who on earth needs a 641bhp hot hatch? More importantly, with less than 30,000 MS UK competition licence holders in 70 million people in the UK, who can even drive one? Many people seem unable to get their Nissan Qashqai down a dry, daylight, straight stretch of the M4 without putting it on its roof. If they do manage not to roll it, they are stuck in the centre lane doing social media or concentrating hard trying to keep the steering wheel attached to the column, making it a two-lane carriageway at best.

As the batteries get old and the initial 3 years 'discounted' lease deals disappear, this hot EV stuff will be out of date and going cheap, just like last year's smartphone. I wonder what happens when said 641bhp Hyundai gets into the hands of the Friday night Asda car park fraternity? A 100bhp Citroen Saxo is enough to put many in a hedge.

The Porsche 936 was a treat to see and the Singer DLS-T was bonkers and wonderful in equal measure.



Once we escaped the Rubik's Cube / Theory of Relativity levels of complication getting out of the parking field, the homeward journey went better and the Mantis demolished the tarmac in front of it.



I rejoiced at the old school, (horribly cheap) plastic Ford Scorpio buttons, wriggly LSD, bellowing Ford V8 and mechanical feel to the gear shift. It's not refined by any measure, more like a 60's Cobra with a bit of trim and a lot more grip, but it got us home very rapidly indeed. And the aircon now works. And the C.O still hates it! They can keep their touch screens, paddle shifts, chassis modes and over the air updates. I'll just keep on pedalling my old school motors for no better reason than I like the challenge.

On that note, it's the end of another year, so, it's goodbye from me and its goodbye from him. Merry Christmas and Happy New Year!

## **Ian Hall's Talk**

*by Martin Emsley*

Always great to have a speaker from within the club and Ian was no exception. A true 'Clubman' in every sense; Member, committee member, Chairman, event Organiser, Clerk of Course in addition to being a damn good engineer, designing, building, maintaining and racing his own cars with much success, oh and a friendly, helpful guy too.

It has taken a while to persuade Ian to speak, though not feeling comfortable he gave us a most interesting and amusing insight to his 50 years in motorsport.

He started telling us how lucky he is to have his legs and that his family were car people from the dawn of the motor car, how he started out in racing with his Midget, the challenges along the way, the competing in Modsports championship and his development of the Frogeye Sprite.

He entertained us with tales of trips to race abroad and how things didn't always go to plan before moving on to his purchase and development of the Mini Jem which was stiffened up post accident by fibreglass repair.

Ian talked briefly of his Davrian before moving on to his current awesome Darrian, how it took 3 years to build, a faux pas with the steering rack, how much he enjoys racing it and a bit about engine development.

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

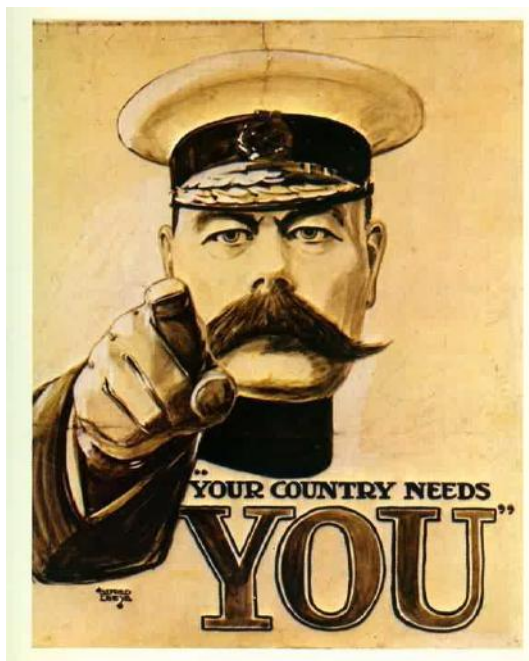
Mark & Michelle Hoppe, Dave Broadway & Geoff & Karan Marshall.

*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 desperately need organisers, willing helpers, venues and ideas to make this club even better.

Tell us what YOU want from this motor club.





# Emsley's Ramblings

## by Martin Emsley

### ***A Car Story For Christmas***

eBay has a lot to answer for, an awful lot to answer for, and so have grapes and Jason Statham!

No apologies to those who have heard this tale before, is probably best told over a pint or two of fine real ale. All people in this story whether alive or dead were real, no names were changed to protect the innocent and all events really did happen. Sit back in your favourite armchair with a good drink, something to nibble on and enjoy this modern traditional festive tale.

T'was November and the weather was turning pretty nasty, Martin was living in a rented house and the garage was stacked out with tools, car parts, junk, etc, no room for his MX5 which was being used as the everyday car. This was obviously not going to do it much good so one evening our chap ~~lit a roaring log fire~~ turned on the heating, settled himself down with a cheap bottle of plonkety supermarket red wine, The Transporter DVD in the player and eBay on the computer.

All started well, our hero downed a glass of wine, and started searching ebay for a sensible runabout with his £1500 budget, whilst Jason Statham wiped out many 'baddies' with barely a scratch or getting out of breath. Now something like a Daewoo Matiz or small Ford would have been ideal to run about in over the winter, but by the next glass of wine Martin was considering whether he might want to venture a bit further afield and require a slightly bigger, medium size, car. A Ford Focus or Nissan Almera maybe, there were plenty of those within budget and he could even be selective of the desired colour and specification. At this point some kind of amnesia had struck as Martin had always likes Mk4 Golfs yet they were not even on his consideration list.

The film was going well lots of action and excitement, despite Statham's 1999 BMW E38 753i being blown to pieces, he quickly replaced it with a villain's '94 Mercedes W140 until that too was destroyed. Another glass of wine whist pondering the 'normal' cars but Martin cannot get excited by them, no offence to anyone, but he was finding them pretty boring especially with all the fancy cars in the film. More pondering, more wine and a bowl of dry roasted peanuts (You can see this boy has real class).

Mysteriously Martin begins to join film and cars together, he gets to thinking, very dangerous, that maybe, just maybe, he would like something with a great soundtrack, like his '66 Mustang had, after all he loves big V8s. Won't do no harm putting in a search for a £1500 V8 automobile on eBay, there probably won't be any.....he nearly spilt his wine when a number of cars appeared, how can that be he thought and helped himself to some more wine which by this time was tasting almost palatable.

Very, very interesting this is more like it and he began to work his way through them; it was the big old BMWs which were in abundance, after some in depth study it became apparent that most of the other makes listed were too expensive to run, knacked or rather very dodgy. Ok so BMW it is maybe just like Statham had, the film and wine are both going really well by now with a selection of 5 series saloons to review on fleabay. He kept coming back to one very good looking 535i Sport which was fully loaded and unmarked apart from a small rust scab around the boot lock. No need to check MoT history or anything like that, no background research, it looks really good and a proper bargain said the wine, so after a couple of seconds deliberation he pressed the 'Buy it now' button.

A couple of days later Martin found himself travelling, with a friend, by train to Nottingham, he was concealing £1,500, still nursing a slightly sore head and wondering what the hell he had done. The seller collected them from the station and took them to the car, first impressions were not great, it was rather grubby and had a flat tyre. The wheel was quickly changed and after a fuel stop a test drive commenced.

It was smashing, everything appeared to work and it was a very, very comfortable drive. Paperwork sorted and cash paid, no attempt at haggling, the next stop was another fuel station, this would become a very common theme..... then onto the motorway to head home, part way home another fuel stop, this was getting rather expensive. About halfway home a warning light came on, a search through the handbook revealed it to be something to do with a variable cam thingamajig and the car should be stopped immediately and assistance sought. As it was running fine, they pressed on finally arriving at Bristol.

Over the course of the next six months the big Beemer clocked up a few miles and a few problems. Flooding one morning, for no apparent reason, that resulted in a flat battery and an AA call out, then there was the N/S front ventilated disc that lost a chunk and felt like a thruppenny piece (remember them?) light braking became the order of the day until new discs and pads fitted, surprisingly inexpensive.

Martin found it a joy to drive but not really suited to the city and short journeys, this highlighted the biggest issue of about 15mpg max which he really couldn't afford.

Come the spring, after 6 months of decadent luxury motoring, Martin sold the beast on for the same as he had paid and bought a Golf GTI which he has had ever since. And they all lived happily ever after.  
The End



### ***International GPs in Bristol***

Yes, it is true; some 40ish years ago I would get rather excited about early June, I have a vague memory, at that time, of it being the same weekend as Le Mans 24hr race. But this was much closer, indeed in the heart of Bristol. I am of course referring to The Bristol Grand Prix which started in 1972 and ran until 1990. From about 1976 I used to take every opportunity to spend as much time in the Floating Docks area as I could over race weekend, for me the sight, sound and smell was intoxicating.

I saw some fantastic racing from the monohulls up to the F1 Cats, crazy though it now seems Bill Brown from Cosworth Engineering raced his Carlsberg sponsored BD powered boat though probably the most vessel incredible being the Cosworth DFV catamaran driven by Jackie Wilson, I was aware it ran at one time with a large rear wing, not sure why when all the weight was at the rear, but pretty sure I saw both versions in Bristol. I later saw the boat in storage when I was at Cosworth during 1984.

It was of course the top class, factory supported / sponsored boats which were blisteringly fast and so exciting fighting it out for top honours; Class OZ the unlimited craft, which in later days no longer came to Bristol; the top class being ON the 2 litre catamarans.

Of course, it was extremely dangerous and between the confining walls with the water churned up it was quite common for an accident to halt proceedings, unfortunately as we know it was highly treacherous and very sadly lives were lost, including drivers, marshals / safety crew. I remember quite clearly seeing the composite, brightly coloured, Laing Homes sponsored catamaran taking air and flipping right over yet not breaking up like the traditional wooden boats did, luckily Steve Kerton, the driver, was recovered ok, in those days there were no safety cells, the driver being thrown out in an accident. The monohulls raced from wave peak to wave peak usually looking pretty much out of control, there were certainly some very skilled and brave drivers out there.

In 1984, '85 & '86 I was fortunate to help out with World Champion Jon Jones' ON boat, was thrilling to see the event from another angle and really be part of it. My biggest memory is of the dead engine starts, we were on the pontoon using broom handles to try to keep the boat pointing in the correct direction, when the flag dropped the driver hit the start button and a wall of water soaked us as they sped away. Also removing the rear cowling and perching on the rear as we motored across the water to refuel, on one occasion in '86 I fell in which may have been the cause of my subsequent salmonella poisoning. Of course, I got to meet all the other drivers and had a smashing time attending an evening reception at The Council House.

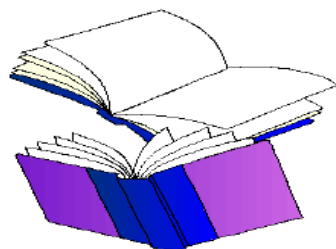




Jackie Wilson's Cosworth powered Hodges OZ class catamaran 1978 both with and without 'wing', believe both pictures from Bristol GP. The boat had a wonderful paintjob, think the silver and blue were metalflake which was all the rage then.



## **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.*

## **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>**

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

**And don't forget to visit our webpage**

**<https://bristolpegasus.com/>**

# Pegasus Sprint Report

by Pete Stowe



## Pegasus Sprint Castle Combe 21<sup>st</sup> October 2023



This year, for the 33<sup>rd</sup> Pegasus Sprint, we reverted to our original  $\frac{3}{4}$  lap format.

### RESULTS

Absolute Best Time of Day, The Firth-Vickers Trophy  
Matthew Bennett Porsche 911 Turbo (70.81 seconds)

Best BPMC member on index: Pete Goodman Ford Fiesta ST



*Start crew Mal Allen, Chris Hartnell and Pete McGinnity line-up Pete's Fiesta*

The Bill Farrow Road Sport Cup - best BPMC member on index  
Paul Constance BMW Z4



### Club members' results

A1. Road going Series Production Cars up to 1400cc

2. Peter Stiles Suzuki Swift GTi 86.42 sec

A3. Road going Series Production Cars 1800 to 2600cc

7. Pete Goodman Ford Fiesta ST 80.14 sec

23. Paul Constance BMW Z4 91.36 sec

A4. Road going Series Production Cars over 2600cc

2. James Kiff Misubishi EVO 5 76.81 sec



*James takes a wide line at Quarry.*

B2. Road going Specialist Production Cars 1400 to 1800cc

1. Patrick Holmes Caterham 7 86.37 sec

C2. Modified Series Production Cars 1400 to 1800cc

1. Neil Lock MG ZR 87.92 sec

C3. Modified Series Production Cars over 1800cc

6. Dave Mockford MG Maestro 82.10 sec

D1. Sports Libre Cars to 1800cc

1. Tom Arnold Spire GTR  
75.07 sec







*Dave Roberts' McLaren. In May 1971 Swede Ulf Norinder drove this car to 5<sup>th</sup> place in the Formula 5000 Championship race at Castle Combe*

E4. Racing cars over 2000cc

1. Dave Roberts McLaren M18 89.66 sec

G. Competitors in the TR Register Championship

4. Steve Small Triumph TR7 V8 86.09 sec

H. Competitors in the MGCC Speed Championship

5. John Egan MG Midget 92.53 sec
10. Keith Riches MG PA 116.06 sec



*Steve Small waits for the green light*

Full results can be viewed on the Club website.

*Local legend David Franklin in  
Chris Stone's Porsche 911RS*



*TR specialist Neil Revington's  
Triumph Beta, modelled on  
Triumph's original Beta  
prototype – a TR4 chassis with  
a TR3A body*

*One of the two pre-war cars  
in the event, James Morland,  
1935 MG P-type*



Some of the feedback received:

*Thank you to everyone involved in putting on the Pegasus Sprint today - great fun despite the patchy weather!*

**Neil Lock** (MG ZR #76)

*Just wanted to say thanks to all the marshals that battled nigh on every weather condition today. At least we got sun at the end to dry out!*

*And to all the rest of the team that were on duty from the early hours!*

**Andy Johnson** (Mazda MX5 #111)

*Huge thanks to all the Marshalls battling today's weather couldn't do it without you. Wasn't the best day for us with the conditions but we ended on a good run to finish the season. See you all next year.*

**Helen Stewart** (Renault Clio Sport #84)

*Great job everyone. Superb event. Hope you didn't get too wet!*

**Steve Cox** (VW Golf #63)

*Want to say from myself and X L Motorsport thank you for a fantastic day in what only can politely be described as challenging weather conditions. Thank you to the orange army and associated officials and volunteers for everything you do, without you guys and girls we wouldn't be able to have fun! Thanks again from the loonies in the Green Maestro.*

**Dave Mockford** (MG Maestro #81)

*Now that I'm back home and settled from the Sprint challenges yesterday, I just wanted to thank the Marshalls & Ambulance crew for scraping me off the circuit after my accident at Old Paddock. Fortunately I was OK and the car not too bad, could of been worse, but big thanks due to the Castle Combe safety team. All the best.*

*Steve...*

**Steve Goodchild** (Austin Healey Sprite #127)

**THANKS GUYS FOR YOUR FEEDBACK. IT'S MUCH APPRECIATED**  
**(from the Chief Marshal)**



# A Marshal's View

*by Mike Davis*

After reading lots about events, cars bikes and breakfast meeting maybe an insight into what's involved spending time dressed in bright orange probans overalls (yes they are fire retardant just like race overalls). I like lots of my colleagues reach a point where the last event of the year has happened and we have a rest before starting to think about which meetings we will be attending next year and by January our list of events is being filled by all the circuits and hill climb venues around the country.



But before a wheel is turned by a competitor we are busy working out which training days we will be attending to help progress through to whatever duty we wish to do. Mandatory are first aid and fire duties, had great fun putting out fires and learning which fire extinguisher does what best also which is the best way to approach a fire. We are not allowed to use old scrap cars to practice on anymore, something to do with toxic fumes from certain components so we get a rig to practice on.

When we arrive at track we get a briefing from the chief marshal, recovery and rescue, the clerk of the course usually has a few words of wisdom to impart as well.

One of the most bizarre briefings I ever attended was the first time we had an electric car on track and the briefing went along the lines of. We have tesla competing today and there are few things you should be aware of especially if it goes off and hits the armco, if its a big impact there's a possibility that the damage could impact the batteries and the car could become live. Don't touch (also don't lick it either! Strange comment I thought do people actually do that to electrical products) also don't touch the armco either as that could be live as well. If it catches fire make sure your up wind as the fumes are toxic.

So to sum it up if it hits the armco and catches fire we just stand up wind and watch! Gloves are available that can be used to isolate you from the electrical current that could be whizzing around these cars and they are single use and cost around £80 a pair.

Before we've even arrived we quite often have an email telling us which post we will be on and after a while you get to know if you'll have a busy day or a quiet one, that said motor sport is totally unpredictable as many of you who compete are well aware.



I like to arrive before the briefing to catch up with colleagues and have a wander around the paddock to see what is running at the event and also take some photos as we aren't allowed to take any photos whilst on post. Also you have a quick word with the drivers especially if it a really unique or special car and I've seen some amazing cars and for those of you that make it to Prescott on the 4th November you'll see those fantastic group B rally cars.



When you get on post you check you have all the equipment you need and then a check of the track in both directions from your post for anything that shouldn't be there then you'll have few minutes to relax before the radio comes to life and at sprints or Hill climbs you'll hear those words " car on the line" and not very long after that a car is speeding past your

post but if you're on one of those post that's known for incidents you'll be really focused because you could well be dealing with an incident.

We always look forward to lunch especially when it's a free lunch that some clubs provide. After lunch it's more of the same until you hear over the radio " thank you for helping out today and you can now stand down" so you stow the kit away and make you back to the paddock then off home knowing you did your bit to keep the wheels of motorsport turning.

Oh yes those lovely bright orange proban overalls we wear are paid for by the British motorsports marshals club as are waterproof jackets. So if you're still not sure then how about a taster day seeing what it's all about at a live event at Castle Combe or Prescott Hill climb or further afield Thruxton.

Some links for you:

British motorsports marshals club recruitment officer, Helen Magee 07796174390

Castle combe chief marshal [richardb@ccracingclub.co.uk](mailto:richardb@ccracingclub.co.uk)

Prescott Hill climb [marshals@bugatti.co.uk](mailto:marshals@bugatti.co.uk)

# TT 2023 – Practice Week

*by Claire Meadows*

This is the story of my fantastic trip to watch the Isle of Man TT this year, my second bike road race of 2023.

I am still really new to the hobby of spectating at motorbike Road Races. I had only really stood at the side of a road for about 10 minutes to watch the bikes pass in 2016 and 2017 so cannot count that! My first real time watching the TT was in 2018, when I went for about 12 days. That was it! I was instantly hooked, and due to being such a latecomer to watching, only starting in my early 50s, I am now making up for lost time and hoping to attend whenever I am able to and for as long as I can!! 2023 was my 4<sup>th</sup> TT, as 2020 and 2021's events were completely cancelled due to the dreaded pandemic!! Last year had seen some iffy weather, so I was hoping for much better this time! (The forecast had been really good, and in fact, almost miraculously the whole fortnight turned out to be blessed with amazing weather, where there were absolutely NO rain delays, and only one day affected with delays due to fog on the mountain! Absolutely incredible, and more or less like my first time in 2018 where the weather was equally amazing!).

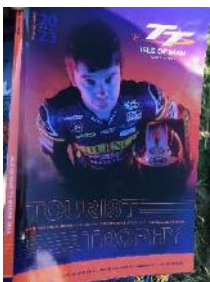
This time I planned to fly over from Bristol on the first day of the fortnight, Monday, 29<sup>th</sup> May, on easyjet, only missing the first day of practice. Chris kindly drove me to the airport for the 3:30pm flight. I got to the main departure lounge and was absolutely gutted when it was announced that the flight had been cancelled!! Oh no! Time to make Plan B! To cut a long story short, my travel consisted of: taking the airport bus to Temple Meads, train to Bristol Parkway and Chris picking me up. Then we were up at 5:30am Tuesday morning and Chris kindly dropped me back off at Parkway for the 6:30am train to Manchester Airport for a flight from there! Well, the journey had 3 changes, and I only just made the second train by 1 minute! I was relieved to finally get to Manchester airport and get on the 12:35pm flight on good old Loganair, a fantastic airline, delivering me to the Island by around 2pm!



Plenty of time to get ready for the 6:30pm evening practices! Yay!

During the journey I had been catching up on the proceedings from the first practice day. It sounded amazing, as my favourite rider Michael Dunlop had already been the fastest rider in ALL 4 of the classes he was entered in: Superbike, Superstock, Supersport and Supertwin! And to top it off, the first day saw Michael, Peter Hickman and Dean Harrison all posting laps of over 131mph! [Just as a side note here to illustrate how good a start this is, the outright lap record is 135.452 mph set by Hickman in 2018, and only 12 riders had ever been over 131mph for a lap. And for any of you that don't know the facts and figures of the TT, this is an *AVERAGE* speed over the full 37  $\frac{3}{4}$  mile course, which has over 220 corners! Mindboggling, impressive and simply awesome!].

### My Day 1, Tuesday 30<sup>th</sup> May



I got ready for the evening practice, and took a packed tea, a coat, my all-important programme and an equally important radio! I decided to head to Crosby Leap, which is around 4 miles into the course. There is a great field nearby to park in and easy access to sit on a bank on either side of the road.

The weather was beautiful, and conditions great! I eagerly awaited the first bikes over the jump, the Superbikes and Superstocks! Fantastic sight to see, since many of them wheelie along!



*Dean Harrison*



*Jamie Coward*



*Michael Rutter*



*John McGuinness*



*Michael Dunlop*



On this session 9-time TT winner Hicky recorded the first 132mph lap of the week! Manxman Conor Cummins joined the top group with a lap over 130mph. Unfortunately the Supersport riders didn't get a go that night, due to an oil cleanup on the course somewhere, but there was time for the Sidecars to see some action, late in the day! This meant that they were having to contend with some low sun, all along the bottom section of the course mainly! They were pretty spectacular over the jumps!



*Shaun & Ben Chandler*



The travelling marshals followed to close the day, and, as per usual, they weren't hanging around!

At this point, I just want to say a massive thanks to all of the marshals who work so hard, putting in long hours all around the course. I believe they said it takes around 550 marshals at a minimum to be able to put on the races and cover all the positions they need to! Absolute legends!

### My Day 2, Wednesday 31<sup>st</sup> May

After all the travelling of the previous day, I was pretty wiped out! I had to do a few jobs in the morning, so didn't get a long paddock visit like I had planned! But I just had to have a quick 15-minute walk through, to check out the layout, and where riders and teams were pitted!



The paddock is really accessible and sprawls out behind the Main Grandstand at the Startline on Glencrutchery Road. There is a fair amount of tarmac pitting, mixed with some grass pits and then some hardcore pits down the slope. There are the usual merchandise and concessions stands, plus a marshals' tent, and there is also a stage next to a big grass area which they call the Fanzone.

This was an absolute hive of activity throughout the fortnight with demonstrations, music, footage on the big screens and the prize presentations in Race week. The atmosphere was fantastic, especially with the excellent weather!



For evening practice on the Wednesday, I had decided to go to a new spot for me: Hillberry! This is a really fast bend at the end of the run down from the Creg-ny-Baa Hotel, at around about the 35½ / 36 mile point into the course, so less than two miles from home! There is a stone wall that you can sit behind, but I had opted to buy a ticket in the small grandstand area.



This was mostly just for a different experience and also because the tickets were only £5 for that day in Practice week! Plus there were facilities and tea if needed. It meant sitting on the white plastic chairs, in an enclosure, and it turned out you had to remain seated, so as not to obstruct the view of others, but I didn't mind that, as I was also checking out the whole area for viewing points.

I really like to go to different areas during the TT, to get the best of all kinds of viewing experiences! I had a seat in the second row, and it was not full, so it was pretty good overall. There was also a big screen and a tannoy, so that really helped to see what was going on around the course, and what times riders were running. I did get to move to the front row at the end of the session, when other spectators left. I always stay as long as I possibly can to get the max out of the day!

Conditions were great again, but with a low sun on some parts of the course. It was a great evening session with Mickey Dunlop, Hickman and Dean Harrison all over 133mph on their Superbikes! Top privateer Jamie Coward also recorded his first ever lap over 130mph, on a Superstock spec bike (to that point, there had only been around 20 riders who have ever topped the 130mph mark, with TT legend and 23-time winner John McGuinness having been the first to ever do it, back in 2007!). So a great achievement for Jamie! In fact, McPint then recorded his first 130mph lap of the week in this session. In the Superstock ranks, Hicky led the way with a 133+mph lap, Dunlop on 132+, and now Davey Todd 131+mph on the Padgett's Honda, and Jamie Coward with that first 130mph lap.



The Supertwins had a fast and furious session and sure sounded great coming down from the Creg and round the bend. Jamie Coward was fastest of the bunch with a 120.9mph lap.



Many of the Sidecar teams got 2 laps in with the outfits of 12 times winners Ben & Tom Birchall and Pete Founds & Jevan Walmsley both over 118mph laps. [To put that into perspective, the Birchall brothers' lap record was at that point 119.250mph, set in 2018.

The magic 120mph lap has been anticipated ever since then!]. Then the sun set on another great day of practice, and

another interesting place to watch from!

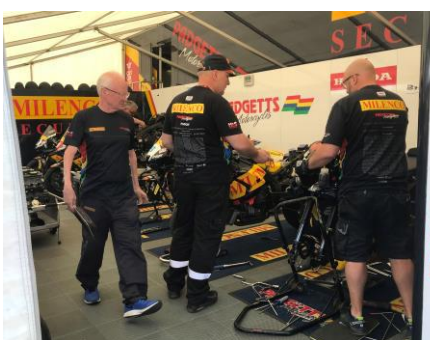


### My Day 3, Thursday 1<sup>st</sup> June

The next day I did some more jobs around the house, including some mowing! Great weather for it! In the afternoon, I finally had time for a nice long trip to the paddock and a real good look around at all the bikes, and meeting a few of the riders. It was fascinating to see all the bikes and the teams hard at work on them! Huge credit to all the mechanics and everyone that preps all the amazing bikes!!



*Peter Hickman FHO*



*Padgetts Pits*



*Crowe Brothers*



*Privateer Tom Weeden*



*Paul Cassidy's Pits*



*Michael Dunlop at work*



For Thursday evening's practice I planned to go up to the Gooseneck area. This is around 25 miles into the course. I had not watched there for a few years so was keen to go back. I took the coast road past Laxey and stopped for the electric train crossing! (The Manx Electric Railway is celebrating its 130<sup>th</sup> anniversary this year by the way!).



I then took the small winding back road up to the Gooseneck and parked in the field nearby. The actual Gooseneck bend is one of the slower places on the circuit, so it's real good for having a close look at the bikes and watching them tipping in to the corner and continuing the climb on up the mountain. This time, after looking round the corner area, I decided I would

walk up a bit further onto the next field, and have a watch from there. I was not disappointed! What a spot!

I was a few hundred yards up from the corner and had a fantastic view of the bikes coming up from the Gooseneck and also the picturesque view into the distance of Ramsey down the hill and the north of the Island and the sea.



Again it was beautiful weather and a perfect evening for both the riders and the spectators! During the sessions, I moved up and down the field a bit, only around 40 yards in either direction, just to get different perspectives. There was literally no one in the field for most of the time, except for a local walker and a few spectators passing through. So I had a completely unimpeded view! All for free! I also had my trusty radio to keep me posted of the times the riders were setting, and when each class session was underway. It was exciting to hear the bikes coming up from the Waterworks corner and making their way round the Gooseneck and then accelerating past me on up to the next milestone, which is Joey's, at the 26-mile mark, named in honour of the legendary Joey Dunlop and his 26 TT wins! The conditions were great so there were ever-improving times from the riders.



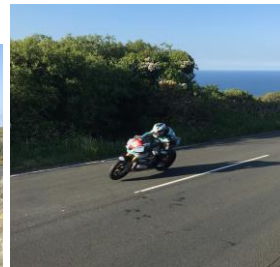
*Tom Weeden*



*Paul Cassidy*



*Peter Hickman*



*Michael Dunlop*

21 time TT-winner Michael Dunlop joined Hicky in the 133mph lap range, near his best ever lap and Dean Harrison recorded a time in the high 132s.



The Birchall brothers posted an 'unofficial' lap record of 119.414mph in their Sidecar session (it is only an official record when it is set in arace). Pretty amazing, and boding well for the



races the following week! Another great day of seeing the bikes up close in the paddock and then watching them whizzing by through the beautiful scenery in excellent conditions. Amazing!

### My Day 4, Friday 2<sup>nd</sup> June

The Friday saw the 5<sup>th</sup> and Final practice session, and again the weather was perfect! I had opted for another new spot to me, at around the 7-mile mark, the famous Gorse Lea! I had really been looking forward to this as it was an exciting place with a fast approach and a sweeping bend, taken at speed. It was quite a hot day and there was barely a cloud in the sky! I got there early as I knew the 'wall' filled up fast! I parked in the nearby field and checked out the facilities.



This is known as a very hospitable place with tea and cakes and more, and I purchased some delicious home-made sausage rolls and went to bag my spot on the wall. This is accessed by a chair or a pallet, and as I was early, I easily found a gap and set up camp!

I did have to go seek shade for a while as the sun was beating down, but some friendly spectators saved my place.



Michael Dunlop, aka 'The Bull' is my favourite rider. He's just so incredibly talented and a natural rider and I love his riding style. His results speak for themselves (21 TT wins and a host of international road race wins) and he is a part of the most famous road racing dynasty there has ever been. He also works on and sets up his own bikes (as well as riding bikes for various teams). As they say, he really is 'some boy'! I had chosen to wear my MD t-shirt with his

best ever lap time on it, 133.92mph, as I was pretty confident with the form that he was in, riding a great bike and the great conditions and weather, that he was going to break that at some point!!



This time the Sidecars were up first. It was another great session for them with some managing to get 2 laps in. There are a few teams I follow, including Steve & Matty Ramsden, father and son with their orange and yellow outfit and Shaun & Ben Chandler, father and son, with the White Rose Racing outfit. As the name suggests they are northerners! Real nice guys, and they set their first lap over 105mph in this session.



I also follow the Manx Crowe brothers, Ryan & Callum who have only raced a handful of TT races and are fast making their mark following in their Dad Nick's footsteps (Nick is a multiple TT Sidecar winner and heavily involved in the team). They recorded a 116+mph lap in this session! Incredible progress in such a short time!


MD was fastest of the Twins with a 123+mph lap. In the Superbike ranks, everyone was really picking up the pace! Deano set a great 134.3mph lap and Hicky a stout 134.9mph lap. Mickey D posted his first ever lap over 134mph, from a standing start

Then by the end of the session Michael had recorded an unofficial lap record of 135.531mph! Absolutely incredible! I picked a real good spot to watch another fantastic session! Gorse Lea sure lived up to expectations and I loved watching from there! Highly recommended!



The times in Practice week overall were stunning, and really set the scene for an amazing Race week to follow! My next instalment will be from Race week itself!

## 2023 F1 Calendar

	Grand Prix	Circuit	Race Date
23	Abu Dhabi	 Yas Marina Circuit	26 November

# Bristol Pegasus Fantasy Formula One 2023

## *Positions after Brazilian GP*

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	1445
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	1402
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	1397
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	1312
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	1304
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	1285
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	1269
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	1154
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	1148
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	1148
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	1139
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	1119
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	1075
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	1075
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	1050
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	1050
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	1035
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	1024
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	1021
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	1013
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	1005
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	992
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	978
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	950
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	941
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	938
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	933
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	924
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	918
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	917
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	916
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	913
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	862

Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	824
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	802
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	785
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	783
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	652
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	652
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	633
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	583
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	576
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	476

**CLUB NIGHT MONDAY 11th DECEMBER**  
**AGM**  
**FROM 1930hrs**

**@ THE BAWA CLUB**  
**589 SOUTHMEAD ROAD BRISTOL BS34 7RG**



**STATUTORY ACCOUNTS FOR AGM ON FOLLOWING PAGES**

**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB**  
**BALANCE SHEET AS AT 31 OCTOBER 2023**

	Note	2023 £	2022 £
<b><u>FIXED ASSETS</u></b>			
Tangible Assets	1	<u>11486</u>	<u>11486</u>
<b><u>CURRENT ASSETS</u></b>			
Stock for resale		27	476
Prepayments and Accrued Income		593	340
Investment Account		19120	19120
Cash at Bank and in Hand		<u>19632</u>	<u>14758</u>
		39372	34695
<b><u>CREDITORS</u></b>			
Amounts falling due within one year -			
Sundry		590	0
Accruals and Deferred Income		<u>1633</u>	<u>982</u>
		2223	982
<b><u>NET CURRENT ASSETS</u></b>		37149	33713
<b><u>TOTAL ASSETS LESS CURRENT LIABILITIES</u></b>		<u><u>48634</u></u>	<u><u>45199</u></u>
Represented by:			
<b><u>CAPITAL AND RESERVES</u></b>			
Balance brought forward		35429	33946
Revaluation Reserve		9770	9770
Net Surplus/(Deficit) for the year		3435	1483
		<u><u>48634</u></u>	<u><u>45199</u></u>

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

For the year ending 31st October 2023 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

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

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

Martin Baker  
5 November 2023

Director



**THE BRISTOL AEROPLANE COMPANY MOTOR CLUB**  
**NOTES TO THE ACCOUNTS FOR THE YEAR ENDED AT 31 OCTOBER 2023**

**1 ACCOUNTING**  
**POLICIES**

The accounts are prepared under the historical cost convention and in accordance with applicable accounting standards.

Income comprises the amount receivable by the company for subscriptions and entry fees etc.

Fixed Assets are shown at their revalued amount. Depreciation is charged to reduce their value over their expected useful life.

**2 SHARE**  
**CAPITAL**

The company is registered in England, no. 2412971, and is limited by guarantee.

There is no share capital.

**3 TAXATION**

	2023	2022
	£	£
Based on results for the year:		
Corporation Tax at 19%	1310	942

**4 THERE ARE NO GUARANTEES OR FINANCIAL**  
**COMMITMENTS**

**5 STAFF COSTS**

The company has no employees. The directors serve without remuneration.

## Endpiece

*by Martin Emsley*

Now several people I have known owned X-type Jaguars, I know some people see them as luxury Mondeos but I have found them comfortable and pleasant to ride in.



BUT, and it is a big but, when I get into the passenger seat I can see ahead of me this piece of 'wood'.

Now for some strange reason I have this idea that if the airbags trigger this trim will be attached to the airbag and be the first thing to strike me in the face. Yes, I know it should hinge out of the way etc BUT it has made me somewhat nervous of riding in these motors.



# BACKFIRE

A BOARD GAME FOR XMAS???



Chad Valley produced this new game Motor Tour between 1905 and 1915



*Remember when anyone?*



## 2023 Events Calendar

Monday 11th December	AGM & Club Night	BAWA
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## 2024 Events Calendar

Monday 8th January	NO CLUB NIGHT	
Monday 12th February	Talk by Ian Flux	BAWA
Monday 11th March	Club Night	BAWA
Sunday 31st March	Breakfast Meet	FOD Steam Railway
Monday 8th April	Club Night	BAWA
Saturday 13th April	Llandow Sprint	Llandow Circuit
Sunday 28th April	Breakfast Meet	FOD Steam Railway
Sunday 28th April	PCT	TBC
Monday 13th May	Club Night	BAWA
Sunday 26th May	Breakfast Meet	FOD Steam Railway
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 17th 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  
DECEMBER 5th**

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