

Backfire

Bristol Pegasus Motor Club Magazine
February 2024



Chris 'Bergerac' Hartnell's new car

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

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Nick's Natter

I hope you all had a good Xmas and a good NYE. It all goes by so quickly. Sadly there wasn't anything car related since our last Backfire. I have an MSUK clerk's course and a Shelsey Walsh marshal's lunch to go to this month and I'm hoping to take the Macros to the Griffin Breakfast Meet but that's about it. But there's lots to look forward to in 2024. A couple of us are travelling to Ireland to watch the Craigtlet Hillclimb in May which I'm really looking forward to. Ireland is an amazing place to visit, I would definitely recommend it, especially the Ulster fry! The scenery is amazing and the people are so friendly. As you probably know we went to the NW200 a couple of years ago and that was awesome. Not quite the TT but worth going to if you get the chance.



It's an uphill struggle – Goodwood Revival

by Jones the Speed aka Phil Jones

Well, after a brilliant Members Meeting and a difficult Festival of Speed blighted by traffic and crowding chaos, the Revival in September was a cracking return to form. Just a brilliant weekend, albeit in a mini heatwave that had the Marks & Sparks properly moist. Matron.

I wasn't in top form, so I took the easy (and airconditioned) route in the C.O.s Scooby. Lloyd followed in his Audi and Owen came down from Bicester in his Elise. He arrived with a roasted head, having done the trip with the roof off and vowed to get a 'Bill and Ben' gardening hat for next time. In the cottage next door were a German couple that had motored over in a very nice MGB GT V8. No ordinary spec, this one was tweaked to death but looked pretty standard except for the ride height. He ran through the spec with me and, despite being a bit of a nerd myself, I was exhausted after about 10 minutes. To say that it sounded spectacular is an understatement.

It's classic car heaven as soon as you get within 10 miles of the circuit and even Sainsburys car park had the novelty of a US Army Jeep parked next door to us.





The field is always awash with E Types, big Healeys and 911s and they are all lovely, but the Muira was a treat as were a number of Interceptors. This one looked like an LS engined restomod.

Last year there was a bizarre Ferrari Testarossa EV conversion which got me wound up, but this year was, if anything, even worse.

What do you think this battery pack is sitting in?



Lotus was celebrating 75 years and there was a fantastic track demo, along with a host of show cars including this lovely early Elan and Jenson Button's (almost finished...) Evija.



I know the owner of the (red) Lotus Mk2, which is, in fact, the oldest surviving Lotus, as the Mk1 is one of two replicas built by Classic Team Lotus. It was lovely to see the Mk's 1, 2 and 3 plodding around the circuit and probably a bit hairy piloting them, having a stream of JPS livered Grand Prix cars filing past. A DFV is a touch loud if you don't have ear protection, but it made a great sight.



Elsewhere, a Subaru 360 Kei car looked very similar to a Fiat 500 and was even more collectible.



An all-Ferrari race was probably the most expensive field all weekend. The 4 litre GTO was sat beautifully and the Drogo bodied 250 was one that I had not seen before. Dated 1960, it was way ahead of its time, predating the GTO yet previewing some of the features. Sadly, it got narrowed against an Armco in practice, so, on race day, one side was gorgeous and the other tank taped. Oh well...

Next door to each other were a JPS Lotus 72 and a 77, the multi adjustable chassis car that, as far as I recall, only took one win for Andretti, being the Japanese GP in '76 where James Hunt won the world title in appalling conditions. The simplicity of the 72's double wishbones became something far more complex and, in retrospect, less successful.



Sir Jackie Stewart put a few demo laps in with the '73 championship winning Tyrrell 006 and it was a great sight and even better sound.



I admired the improvisation of these likely lads – they had done a full English by the time I spoke to them and they were just thinking about preparing lunch from the comfort of their makeshift trackside bistro. Beats an expensive queue at a Burger van doesn't it?

All in all, a superb, if exhausting due to high heat, weekend and we'll be there next year, though availability and prices for accommodation continue to worsen every year and that's now a bigger issue than the ticket prices to be honest.



PS...And the EV battery pack was in the engine bay of...it's hard to type this...a Maserati Ghibli. Clearly a much more desirable option than the 4.7 litre, all alloy, 4-cam, race derived V8 that it was born with. This really was the proverbial moustache on the Mona Lisa. Shouldn't there be a law against this sort of thing? I'm sure it's quite possible to 'improve' the leaning tower of Pisa by straightening it, but, well....

A warm welcome to our new members this month:

Chris Allen and Gabriel Caddy.

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.

Emsley's Ramblings – Silverstone Motoring Literary and Art Festival

by Martin Emsley

The 2nd December was not a great day for travelling due to the freezing fog and temperature not getting above 0 degrees but made the effort to go to the inaugural show and jolly glad we did. Half way, just off the A420 stopped for a smashing breakfast at a small café I had found on-line, Munch @ the Log Cabin, it has, thoroughly deserved, high ratings and would recommend it, didn't need to eat again that day.



The show was held in the Silverstone Wing; it was made up of motoring artists displaying their wares, very different styles and subjects but nothing that was going to part me from my cash. The main hall was mostly literature, authors, printers and Porter Press who organised the festival.

All very interesting and we had some great conversations and in the course of the weekend there were book signing sessions. The best stand was that of 'Bluebird' Campbell Family Heritage Trust run by Don Wales (Donald Campbell's nephew) a huge display of pictures, models and T shirts for sale, the best bit, not for sale, the nose panel from Bluebird

CN7 which crashed at Bonneville in 1960.

Had a long chat with Don about the unfortunate circumstances now surrounding the recovered and rebuilt Bluebird K7, it seems there is now no recourse except through the courts to unwind the ownership and other issues which of course is going to be expensive and take time.



In the pit garages was a super collection of historic cars; probably half being Jaguars. The Ferrari 'Breadvan' looked none the worse for wear after the accident at Le Mans Classic 2022.

The other part of the festival comprised of 3 theatres holding interviews with authors, and interesting people indeed our own James Page, who has just released Hesketh, was scheduled, on the Sunday to interview Lord Hesketh, that would have been worth seeing.

The show was very quiet, not many folk around, though MotorSport Magazine hailed it a hit, I do hope it is held again in 2024.





November Queen's Square meeting at Washingpool Farm

The weather was perfect and there was, I believe, the highest turnout ever, would have more than jammed Queen's Square. Interesting variety of vehicles and people.

Unfortunately, I was unable to attend the December meet at the same venue, not only was it torrential rain but I had previous arrangements.





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/>

International GPs in Suffolk

by Bernie Humphrey

The second part of Emsley's Ramblings in the December 2023 newsletter really caught my attention and prompted me to put finger to keyboard and recount my related memories.

I was born and raised in East Anglia, right on the coast in fact, with the North Sea on one side and the Suffolk Broads on the other.



We lived about 4 miles from Oulton Broad (which is the world's oldest motorboat racing venue) and as a kid of about 10 every other Thursday night I'd hear the sound of engines wailing from our back garden. My dad explained that it was boats racing and I persuaded him to take me along – from that moment I was hooked. In those days virtually all the engines were 2-strokes, and anybody who doesn't melt at the sound of a 2-stroke on unsilenced expansion chambers has no soul (but probably still has good hearing).

As a teenager I tried to get in with one of the teams as a gofor but then found the club was looking for youngsters to work on the rescue boats. What a bargain, I could be really, really close to the racing, have an interrupted view – and all for free.

I had lots of training which didn't interest me at the time, but proved invaluable, i.e. if a driver is in the water and moving, let them try to get in the rescue boat – do not reach out a hand; they'll pull you in and climb on top to get themselves out the water.

The club had a tow launch and four Dell Quay Dory with 25HP outboards and water stretchers c/w two divers in one of the Dorys. As crews we all had hi-vis weatherproof suits, proper life preservers and crash helmets which set us way above what most other clubs provided – I was very lucky. Which is what prompted me when I saw Martin's words. Our club used to get invited to other venues when they ran National events – but we never went to Bristol. One of the experienced crews had been there once and said it was too dangerous to race, let alone rescue.

I moved to Bristol in 1984 but only went to the racing in the docks once, and then only for a few hours – it was absolutely terrifying to watch and didn't excite me at all.

The Rescues

One stand-out rescue at Oulton Broad happened when the world Hydroplane champion flipped his boat and as usual disappeared for a few seconds, then popped up spluttering. A standard rescue then? One of the rescue Dorys pulled alongside and he clambered straight in but then collapsed, hardly able to breathe. The crew quickly assessed him for a crush injury but found none, then one of them realised he had an airway restriction and fished a set of false teeth out of the back of his throat. That was an object lesson for me in how post-accident adrenalin can sustain a person who can't even breathe until they get out of the water and earned the rescue crew a few pints in the club bar later.



Above is that driver, legs akimbo, cruising back to the pits – probably only doing 40-50 knots.

My only claim to fame was hauling Colin Chapman's son Clive out of the water by the scruff of his neck after his Junior class boat flipped. Colin Chapman was a patron of the club and very unassuming during his frequent visits when Clive was racing. From my memories he seemed genuinely interested in chatting to people about what they were doing with boats rather than wanting to tell everyone about himself.

One of our 'chores' was to take the Dorys up river once a month after training to make sure the engines were clear, because for most of a race evening they were at or close to idle which could leave them smoky and sluggish when going in for a rescue.

This involved getting clear of the speed restriction on the Broad and wringing them as absolutely flat out as they'd go for about 7 miles. Racing? Not us m'lud. This was when I was let loose to drive and learned about setting engine trim, jettisoning anything non-essential, making sure one of the other crews hadn't nicked your hull drain plugs, nicking somebody else's hull drain plugs – all to get maximum speed and be first there and back. There wasn't a prize for winning or a penalty for being last but every crew of two wanted to win at any cost.

However, for a rescue it was all about working together – there was no competition. I had to have a trial month with my driver to be sure he'd have me. At that age I didn't realise that sitting in a small space such as a small fibreglass Dory for 3 hours every other Thursday evening meant you had to get on with each other – luckily I passed.

Strangely perhaps, the only person who was involved with boats outside the rescue squad was the guy who owned the tow launch – everybody else did it for the racing and (I think) because it was so different to the rest of their lives – me included, I was still at school.

Boats and Drivers

Now onto the boats and drivers, but a little bit more background. I bought a sports moped at 16, a 2-stroke Fantic with a dizzy 7.2hp, so for me the boats with the loudest 2-stroke engines were top. These were the Hydroplanes, where the fastest ones had the driver lying face down behind a Perspex bubble and a lairy Konig engine strapped on the back. Forget your Mercury, Evinrude, Mariner outboards – a Konig engine is just so sleek and elegant, and with that unsilenced expansion chamber soundtrack to boot. As for lying face down at water level doing 70-80 knots – what a buzz that must be.



I think most people see a racing powerboat as a single hull or catamaran style with a cased outboard motor, and the development of these thankfully started to catch up with racing car design in having safety cells and emergency oxygen for the drivers as speed and power started to increase exponentially.

During the time I was involved the speed and power increase seemed to evolve from a “it doesn’t actually say you can’t” clause in the regulations which required an outboard motor that could be ‘unclamped’.



This was interpreted by some hull builders into a solution where the engine and an external stern drive (for steering) were mounted on a ‘subframe’ which was designed such that it could be ‘unclamped’ in one piece – a fundamental requirement for catamarans (Sportsboats).

This opened the door for engines to be mounted further forward in the hull which has all sorts of benefit for centre of mass and all that jazz, but also bigger engines, not necessarily from a marine background such as the Cosworth DFV’s Martin spoke of.

Technical Stuff

The catamarans had been using a Powertrim system on the engines for some years which allowed the driver to alter the angle of the engine on the back of the boat to lift the nose and get more air into the tunnel between the two catamaran hulls (sponsons).



This generated lift and reduced water drag with the aim of only having the base of the drive unit and the rear of the sponsons in the water. The photo here is a very successful local driver who always pushed the limits of lift out of corners to maximise acceleration.

You can see the engine is at maximum angle relative to the boat to get the hull clear, which is reduced once the lift was established.

The clips of Sportsboats 'flipping' are usually where the driver has been greedy or unlucky so there's too much air under the hull and it becomes an out of control aircraft (for a short time). The landings are still often catastrophic for the hull; less so for the drivers these days.

For corners the engine is tilted 'down' to encourage the sponsons back into the water. Watch some clips of these boats rounding a slow turn; they were and still are immense.

As with any strand of engineered sport there was a compromise between manoeuvrability and top speed. An outboard engine set to have the propeller at optimum depth for low speed bite and acceleration will have the top exposed as the hull starts to 'fly', so limiting top speed. Conversely, a propeller set too deep can suffer cavitation (like uncontrollable wheelspin) at low hull speed which limits the rate of acceleration but will be just perfect for top speed.

So, back to the 'inboard-outboards'. With a stern drive there was a whole new dimension to be explored, which was the ability to use a second Powertrim type system to vary the depth of the propeller depending on speed. Best of both worlds!

That's a hugely simplified version of what was needed to make a successful boat, but gives a flavour.

Pure Style

As I said earlier it was the Konig-powered Hydroplanes for me. None of your Powertrim, none of your powered flight, just a lightweight hull with a dollop of noisy 2-stroke power ... and no brakes.

Our rescue Dorys could manage about 20 knots, which on open water with little or nothing else about is fine, but with other boats around was 'engaging'. Yes, outboards have a reverse gear but using it as a brake works about fifty times before it's busted.



And Konig engines don't even have a neutral let alone a reverse gear. I would have loved to have a drive of one just for the buzz, but that was as likely as being offered a F1 car on a track day.

For a flavour of the sight and sound, punch 'Classic Hydroplane Racing, Swedish GP 2022' into YouTube.

Car-Engined Boats

Inboard engines had been used in all sorts of boats for years, including in racing hydroplanes. Two of the car engines in use during my involvement were Hillman Imp (actually all Talbot engines by then) and Ford 1500's.



Both engines could make maximum power at reasonable rev limits (5500-6000rpm) and still have 2000rpm in reserve for unintentional skips out of the water at full power.

The hydroplane on the left has a Talbot engine and the one on the right a Lotus Twincam. The pictures were taken five years apart, but you can see how much (comparatively) safer the boat and driver on the left looks.

A slightly barmy local boat builder called Peter Sabberton started racing a self-designed catamaran, followed soon after by his son Alan with the same style hull.

Both of them were fitted with Chevrolet V8's and sounded fabulous, but took a while to develop because they were two of the first 'inboard-outboard' Sportsboats where everyone was on a steep learning curve working out how to make the package fast and reliable, not just the engine.

Alan was the one who got his boat right up there – Peter seemed to realise he'd created a bit of a demon, so was fast but never sounded to have his boot right in – that old self-preservation tendon which connects your butt muscle to your right foot.

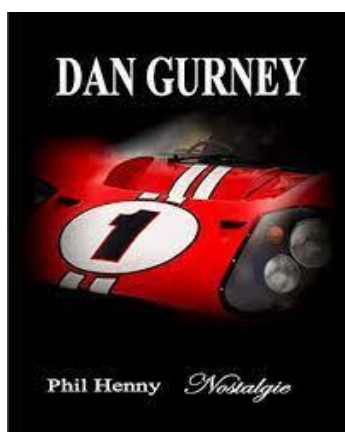


I was like a sponge for all this technical information at 14-18 years old – even though I didn't understand most of the implications and how to deal with them until much later in life.

It was an amazing part of my life to be so close to such a variety of technology and design, with a free and unobscured view of high speed racing thrown in.

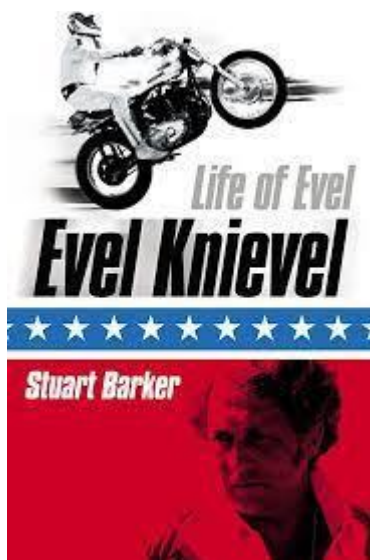
Reading Room

books what I've read - by Martin Emsley



As Dan Gurney is from an era of Drivers / Engineers that particularly interests me I was hoping to find out a bit more about him.

Unfortunately, this was not the book to provide that information, indeed all the Gurney stuff was lightweight and sparse in information. It felt to me it was more about the author Phil Henny who worked on the Ford Mk IV in which Dan won the 1967 Le Mans 24 race with A. J. Foyt. Maybe give it one star, can find out more on the interweb.



Not a bad read; Evel was etched into my childhood memories when I visited a cinema and the intro film was about him. (Remember when they used to show 2 films?)

Warts and all it tells of a real person, his demons, addictions and life, the good times and the bad. Sometimes it is not so good to learn about / meet your heroes but by the time I had finished I felt a greater admiration for the man who pioneered extreme sports and by some miracle, despite his efforts, didn't manage to kill himself.

Note from editor – Stuart Barker also wrote Ragged Edge – a brilliant book in my view.

A PLEA FROM THE CHAIRMAN: IS THERE ANYONE OUT THERE THAT WOULD LIKE TO BECOME THE NEW BPMC SECRETARY?

Meetings are held once a month via TEAMS. You would be required to take the minutes and then send to the committee before the next meeting. If you are interested, please contact Nick 07786936941

FOR ALL YOU RALLY DRIVERS OUT THERE:



"South Hams Motor Club in association with VCRR Rallies, Exmouth Motor Club, Taunton Motor Club, Devizes & District Motor Club and Plymouth Motor Club will run a Club Road Rally Championship using events from the host clubs.

The 2024 championship will run from 1st January 2024 to 31st December 2024 and will include awards for drivers, navigators and marshals. Entry fee is only £10 for drivers or navigators and FREE for marshals.

The following events will be rounds of the championship with the provisional 2024 dates:

16th/17th March – Primrose – South Hams MC
6th/7th April – Plymouth 20/20 – Plymouth MC
5th/6th October – Harvest – South Hams MC
19th/20th October – Driveshaft 20/20 – Devizes & District MC
9th/10th November – Guy Fawkes – South Hams MC
30th November/1st December – Exmouth Memorial – Exmouth MC

To find out more information and to register your entry, please visit the website <http://www.shmc.co.uk/index.php/events/south-western-club-road-rally-championship>

The TT continued....

by Claire Meadows

Here is the second part of the story of my fantastic trip to watch the Isle of Man TT last May and June, with all the tales from Race Week.

My Day 5, Saturday 3rd June – Race Day 1

I was sooooo excited for my fifth day at the TT for the first Race day on the Saturday!! I hadn't entirely decided where I was going to go when I set off in the morning, but knew it would be somewhere in the first third of the course. I drove past the previous day's spot and turned right at Ballacraigne corner. I had spectated from Glen Helen 2 on my first time at the TT, but hadn't been since. I fancied finding another spot nearby and saw there was some parking in a field just by Glen Helen 1. I easily got parked in there and headed towards the stone wall bordering the road. It was a little bit of a stretch, but I managed to perch myself in a stable position with good sight of the approach and then the bend round the corner.



There was due to be a warmup lap to start and then 2 amazing races: the Supersport Race 1 and then Sidecar Race 1. In the Solo warmup which started about 1:30pm Dean Harrison was the first man through. There was a surprise at the end of the session when John McGuinness came through on his Superbike. That class had not been due to run that day, but I later heard that he had been testing an engine swap, and that conditions were so good that he 'couldn't resist getting a cheeky lap in'!!



After the warmup lap there was a bit of time to wait until the races. I wandered down the field and chatted to some of the marshals that were stationed there. A really friendly bunch! The first lady I spoke to was a rookie, in her second year. When she saw I was taking an interest she quickly asked if I might consider marshalling. The next person had about 5 years' experience and they highly recommended it and told me how to go about doing it. The third person was even more experienced, and by the time I spoke to the fourth, the Deputy Chief Sector Marshal, their persuasion was getting more and more evident!!

They were a great team, and regularly worked together at that post. Huge thanks to them: Neil, Sarah, Shirley, Buzz and Neil, and all the other marshals for all they do to run the event and keep all the riders and spectators as safe as possible. They are all stars!

The first race of the day was the Supersport at about 2:45pm for a 4-lapper. It was a brilliant race!! Massive Congratulations to Michael Dunlop on a great win by a 12-second margin!! This was his 22nd TT win!! Absolute class!! Well done to Peter Hickman who just squeaked 2nd place by 0.394 over Dean Harrison! After a 150-mile race!! Wow, how close is that! Well done Dean too! Great to see him on the podium! Brilliant result for Jamie Coward in 4th and Davey Todd in 5th! At this point I was perched sideways on the wall, and some of the stones started to fall loose!! So before the next race, I replaced them, in a bit of impromptu dry stone walling!

The next race was the excellent Sidecar race. Many Congratulations to Ben & Tom Birchall on the win, which was their 13th TT win!! And even further Congratulations to them on being the first Sidecar team ever over the magic 120mph mark! They recorded a 120.357mph lap on the 2nd of 3 laps! Wow!! They had gotten so close at the last TT, that everyone thought it was bound to happen this time, and they delivered it with style!!



Well done to Pete Founds & Jevan Walmsley on a strong 2nd place and great to see John Holden and new passenger Máxime Vasseur on the podium for 3rd!! Big well done to father and son Steve & Matty Ramsden on a great 4th place, so close! Well done also to father and son Shaun & Ben Chandler of White Rose Racing on a good 14th place finish and their best ever lap of 105mph! I was gutted that the Manx Crowe boys did not finish the race, but hopefully they would do better in Race 2! There were 19 finishers overall.

This was such an exciting race, and my perch on the stone wall had become a bit more tenuous, with a few more stones falling out! I was only about a foot off the grass, so no danger of falling, but I didn't want to move, in case I missed anything! I then replaced the stones again, as good as new!!

On the Saturday night I briefly went to the paddock but most of the awnings were all buttoned up by the time I got there! It had been a full-on day of racing!

There was still a great atmosphere in the fan park though! I later went for some chips from the famous Port Jack chippy near the northern end of Douglas Bay, and the weather was so good that it was still warm enough at 9:30 to sit out on the bench! There was even a beautiful full moon over the other end of the bay. What a great day!

My Day 6, Sunday 4th June – Race Day 2

The racing scheduled had been changed for this year, and instead of having a rest day, the Superbike Race was set to run! The middle Sunday of the event was always known as 'Mad Sunday' where there was no racing, and many members of the public who were motorbike riders often had some fairly quick rides over the mountain section of the course. Plus there were all sorts of activities going on around Douglas and other areas. I guess the organisers wanted to move away from this, hence scheduling one of the big races for the Sunday. Monday was then scheduled as a race day, but I never heard any evidence of a 'Mad Monday' type of day! 'Superbike Sunday' has a great ring to it!

For this race, I decided I wanted to watch from somewhere quick, so I left early and got to the parking field at 9:30am and was only the 4th person there on the grass bank at the end of the Cronk-y-Voddy straight! Wow! This was my second time watching from here with the first time being with my son Mark a few years ago. The roads weren't due to close until 12:30pm, but I was keen and wanted to ensure I got the best spot! It was really warm again with full sun, so I hibernated down in the ditch behind the bank, in the shade! A real added bonus was to see the 'Simon Andrews Legacy lap' at around 10:30am. It is described as "a lap of honour to remember family, friends and lost riders" and the charity raises money for injured riders. It was a real privilege to watch the bikes go by! It was literally about 20 minutes of thousands of bikers! Some were dressed with funny helmets and other themes, and so many of them waved out to the spectators watching. Anything and everything goes, and there was even a big group on scooters! Although it was a hot day, it gave me goosebumps to see the riders go by, and they just kept coming, as far as the eye could see! Well done to all who took part!



The Solo warmup lap was held at about 1:30pm. Oh wow! It was unreal! Although I was listening on my trusty radio, the riders were here before I realised! Josh Brookes was first through on his Superbike! Hicky and Davey Todd also chose their Superbikes to ride, as opposed to their Superstock machines!



There was literally no time for a photo of Josh or Davey (who went past like a bullet!!). Some riders had chosen to go out on their Superstocks and there were a few Supertwins at the end of the session.

Then before I knew it, at 2:40pm it was time for the awesome Superbike race! There were just soooo many highlights of this fantastic race! Here are just a few! ... Huge Congratulations to winner Mickey Dunlop! This was his 23rd TT win, equalling the great John McGuinness! He was on the Hawk Racing Honda CBR1000RR-R Fireblade

Superbike and this was his first superbike win for 5 years. He set the Superbike lap record on the 2nd of 6 laps, at 135.046mph (this is not the outright TT lap record, as that was set by Hickey in 2018, in the Senior race, at 135.452mph), but still so impressive for early on in race week, and Michael's first lap over 135mph!

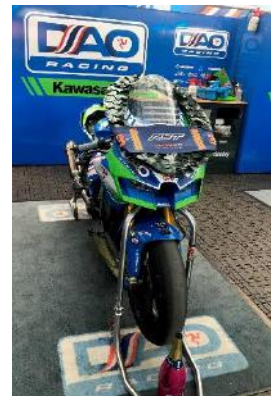
At one point, he held a 20-second lead, but then managed the bike and the race and took the win by 8 seconds. He also set a race record time by nearly a minute, over the 226-mile race! Just incredible! He really is 'some boy' as they say in Ireland!



In 2nd place was the awesome Peter Hickman on the FHO Racing BMW M1000RR, who despite contending with gear change and brake issues, took the Superbike lap record back, at 135.445mph (a mere 0.007mph off his outright lap record from 2018 - which I was lucky enough to see up on the mountain where he was using every inch of the road!).

Completing the podium was the talented Dean Harrison on the DAO Kawasaki ZX-10RR.

He was also within the previous race record time! He had such a cheerful attitude at the presentation, and is such a likeable guy who tries so hard!



In 4th was a creditable ride from James Hillier, with a strong result to become the quickest ever Yamaha rider round the Mountain course at 132.258 mph. 5th place saw Jamie Coward recording another great result and a PB lap of 131.285 mph! John McGuinness is still earning silver replicas, finishing in a good 6th place, posting a few laps over 130mph and sportsmanly hugs and genuine congratulations at the end of the race in acknowledgement of Michael equalling his tally of TT wins!



The fast Australian Josh Brookes was really getting back in the swing of things after 5 years away, finishing in 7th place. Then in 8th place, the ever irrepressible Dom Herbertson recorded his first ever 130+ lap, at 130.274mph!! He was literally speechless, for once! Massive congrats to Dom on this achievement as it was one of his biggest dreams, and means the world to him!!

There are only around 25 riders who have ever gone over the 130mph mark! Veteran rider Michael Rutter put on a good show with a good battle finishing just behind Dom. Another man achieving a dream was Northern Irishman Shaun

Anderson recording his first 130mph+ lap with a 130.357 and finishing in 10th place, and earning the last of the silver replicas (these are earned by being within 105% of the winner's time, and the bronze replicas are earned by being within 110% of that time). Another strong finisher was the up-and-coming Mike Browne in 15th place.

This was a good finish despite 3 pit stops and he is now the fastest southern Irish rider round the TT with a 129.294mph lap, so close to that magic 130 now!

Newcomer from Finland, Erno Kostamo, a famed international rider, got his finish, in 35th place, the last of the finishers! Great personal achievements throughout a really strong field! What a race! It was already an amazing TT after the first 3 races, with incredible riders and excellent racing! Truly history in the making!

On the evening I went to the first of the Prize Presentations held at the Fanzone near the paddock. The trophies were given out for the first 3 races. Most of the riders and passengers were able to attend and it was great to see them collect their just rewards! A fantastic atmosphere!

To be continued.....

CLUB NIGHT MONDAY 12TH FEBRUARY

TALK BY IAN FLUX @ BAWA CLUB @ 1930hrs



In the words of Tiff Needell **Ian Flux** is one of the most charismatic drivers to have taken to the race tracks and his story is one of perseverance against the odds. Fluxie won many races at national level and his speed never diminished despite the lifestyle he embraced.

He raced with many big names over the years and is friends with our very own Mike Wilds and has made a good living from racing for nearly four decades.

It promises to be an entertaining talk with a glass or two of Pilsner lager! Make sure you come along for the ride.

(Did you spot the old Stig Perry McCarthy below)



A motley crew which includes the infamous Tommy Byrne



First Breakfast Meet of 2024 is 31st March

Petrol and Steam breakfast
meets 2024.

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

Dean Forest Railway, Forest Road,
Lydney GL15 4ET.

Starting at 9.30am with refreshments
available.



**SUNDAY 28th APRIL PRODUCTION CAR TRIAL
HOPEFULLY AT DUNDRY (IF FIELD NOT
WATERLOGGED AGAIN)**





ACE TOUR 2024



The 25th ACE Tour will take place on **Sunday 2nd 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.



**PEGASUS TRACK DAY
DATE TO BE CHANGED BY CASTLE COMBE
AND NEW DATE WILL BE ANNOUNCED AS
SOON AS**



A wet track-day in 2007 (at least they're still smiling!)



PEGASUS SPRINT SATURDAY 19th OCTOBER @ CASTLE COMBE CIRCUIT

Our premier event of the year is our Pegasus Sprint at Castle Combe each October. The event has been running at Castle Combe since 1991 and was the event which re-introduced sprinting to Castle Combe. The club worked with Castle Combe circuit to obtain the necessary additional planning permission which has enabled all current sprint events at the circuit to take place.

For over 25 years the event has always been over subscribed attracting drivers from all over the country as well local competitors. We are lucky to have the support of a number of one make championships which over the years have included Morgans, TVRs, MGs, Scimitars and Triumphs.

To run the event takes around 70 volunteers and for those not competing it is an idea opportunity to get involved in running a motorsport meeting at a well know circuit. Most people start by marshalling which gives you the chance to get close to the on circuit action, with many progressing to other organisational roles, including secretarial, event control, paddock and clerk of course.

Nick and Bob setting up the course in 2019





Some old faces



Endpiece

by Martin Emsley

Rocketeer

A person who works with space rockets; a rocket enthusiast.

Rocketeer is fundamentally about a reaction to the mainstream. A pursuit of the pure and soulful instead of the anodyne. Accessible instead of opaque. Visceral and simple instead of detached and complex.

The name Rocketeer is intended to embody the creative and adventurous spirit associated with the need in every car enthusiast to do something different. What an earth is this all about?

Well basically a professional development to fit the 'Jaguar' 3 Litre V6 into an MX5 Sports car. This is a very serious conversion with a full kit of Engine, subframe, exhaust, ECU, Plenums & throttle bodies, in fact everything you need to create a very rapid little car available, without spoiling the weight distribution. It uses the MX5 gearbox and differential and looks like anyone with some engineering knowledge / skill could build this. The kit is far from cheap, and some rolling road time will be required to set up the ECU correctly.

Most would also like to uprate suspension and brakes, probably a geometry check / setup necessary too, new wheels and rubber and almost forgot that a base car will be needed. Spend a while reading blogs of peoples' builds which showed it wasn't as straightforward a build as it appears, and individuals carrying out a lot more modifications.

Sure, it would be fun to build and use but looking at some of the costs decided it was not for me.

<https://www.rocketeercars.com/>



Really looks like an OE option.

BACKFIRE

In the days before Sat Navs & Google.....



These Shell Guides were published in 1934 with the intention of making travelling more accessible.

2024 Events Calendar

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
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
TBA	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
FEBRUARY 5th**

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