

Backfire

Bristol Pegasus Motor Club Magazine

July 2023



Invicta



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

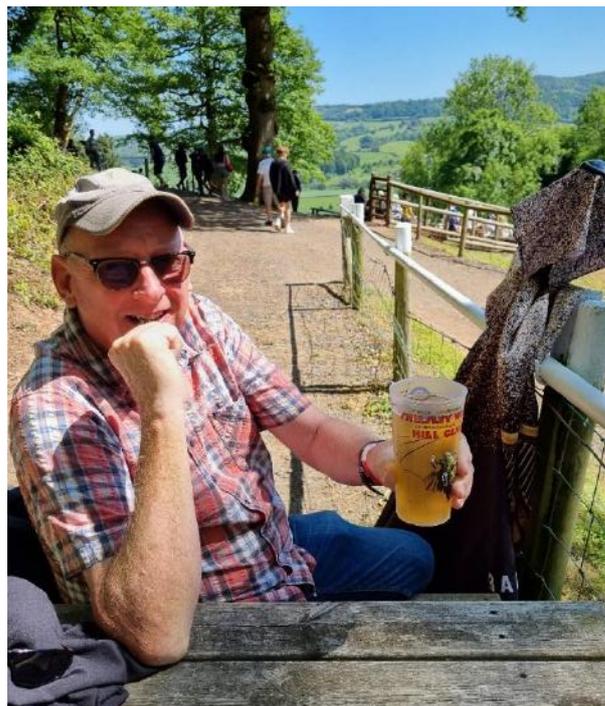
Once again a busy month. Our Bring your Car night was well attended (see pictures on FB) and then our morning visit to Redline was another successful get together by a few of us Pegasus members and we were made very welcome. It was a lovely sunny day and there were many different types of Marcos on display everywhere you looked. All different shapes and sizes.

The following weekend I marshalled at Prescott and then it was the Breakfast Meet. This was again well attended by numerous members of the club. We had 38 cars on display. Many of which were photographed by Martin Baker and posted on our FB page.

And then it was a visit to Shelsey, where some members were competing and others marshalling. I was just a spectator this time but it was nice to see so many familiar faces.

I've also been enjoying the NW200 and the TT although there was lots of controversy at the NW but amazing racing by Mickey D and Co on the IOM.

Looking forward to our club night at the Boar, hopefully it will be another excellent social event.



It's an uphill struggle – braces caught on the doorknob?....

by Jones the Speed aka Phil Jones

Blimey I hadn't been to Bibury for about 18 months and then twice in four weeks. This time, the Classic Motor Hub was hosting a breakfast meeting on the first weekend in April.



It was time to get the Esprit out of hibernation for the pre 1990 event, although there were plenty of newer motors attending as well.

Lloyd and I had a great run up the A46, marvelling in the Esprit's ability to deal with the potholed roads. It was a joy.

Until we got to the last couple of miles of single-track road, crawling behind a group of cyclists in Lycra (a haggis came to mind) who were 'exercising their rights' to ride all over the road at 10 mph. When I was a boy, I did a lot of cycling, but I was taught that it's good manners to pull over to let a car past. It seems 'manners' have been replaced by misguided 'rights', but I still reckon manners make people happier than rights.

When you tell a driver that they are perfectly safe in their cocoon, with all their safety systems, they will stop worrying about their environment and they will drive badly. We see it every day on the motorway. When you tell a cyclist that they have rights over all forms of motorised transport and its everyone else's responsibility to watch out for them, they will become ignorant and carefree and get hurt. Removing responsibility for one's own safety is never going to help keep anyone safe. It's a popular thing to do, as no one likes to take responsibility, so it's a vote winner. But it's a bad thing. Of that I am certain.

Now. Where were we?

Oh yes, at a wonderful car meet. And what a lovely gathering it turned out to be – decent coffee, great bacon rolls and plenty of cars.



It was hard to know which way to look really, but a few really caught my attention. The Audi Sport quattro was spectacular. You never see them and I stood there a while trying to work out whether it was an original or a Dialynx conversion. Based on the angle of the windscreen, it looked original to me but, given that Dialynx cars are so good, who cares anyway?

It reminded me of what a great classic it's become – still quick even today, 4WD, practical, and full of Group B history, though not exactly elegant. You could go anywhere in it in comfort and yet, its classic car royalty. Really lovely thing.



I hadn't seen a Corvette C8 in the plastic until that day, but it looks pretty dramatic, in a Transformers sort of way. I think I still prefer the look of the C7, but, when fired up, the LT2 motor sounded very sophisticated. Never seen a targa roof go down that quickly either...mind your fingers. It's a cracking piece of kit and proves you don't need an Italian for mid engine drama.

The Lotus Elan +2 was especially nice sitting on wider steels and 205/60 x 13 rears. It looked fabulous and one of the nicest I have seen.

The GT40 looked very original and, as it arrived, it sounded correct too. Why a pushrod Ford, with those cross over headers, makes the sweet, higher pitched sound it does, I have never worked out, but it's up there with the very best sounding cars in my book. This one was a Tornado kit and the quality of the build was top notch.

We are not really an MG family, but the 'evocation' CGT in Sebring / Targa Florio spec looked the business, as did a wonderful Maserati Khamsin – rare as hen's teeth as a RHD manual and with Gandini's signature scribbled on the boot....to boot.



What about that blue Queen Mary? I admit that I had a Ferrari 365GT 2+2 on my list back in 2009 when they were, comparatively, inexpensive. I dismissed it as it was a bit exaggerated in the length department (ahem) and, anyway, I was never really a Ferrari man. My short list ended up with a 70's Aston V8, a Jensen Interceptor and a Lambo Espada and, as you know, I bought the Lambo.

I came quite close to an Aston, but the 'specialist' dealer that I visited was a bit toffy nosed and corduroy trousered and so, as a prospective buyer, I was not allowed to even open the door, let alone sit in it. I politely left, muttering a sentence involving the words end and bell and, instead, enjoyed a warm and happy reception at the dealer with the Lambo, who couldn't have been more charming.

Anyway, these Queen Marys have found favour in recent years and this blue over tan one was spectacular, sat right, lovely condition and on wide Borrans. Just a proper gentleman's express and I loved it.



On a last meander, the eye was caught by a superb BMW 2002 restomod and a super rare Citroen CX. Anybody remember the CX being launched in '74, with the yellowy green rotating drum dials on the dash? I always thought those dials looked a bit like a dog with cataracts, but they were certainly different. I do like a CX and I think they have sat in the shadow of the DS for too long.



As we departed, we inadvertently ended up in a spritely queue of Morgan Aero 8, Porsche 911 RSR and, behind us, a wide body Pantera. I must say that was a real pleasure and the Esprit barked and rasped its way to a very decent pace without much effort.

Upon return, a wash and brush up was in order and it looked resplendent again, but we did manage a small drama in the form of a cracked ally radiator. I only realised this when, a few days later, I parked it across the road from a café that the C.O. and I were supping coffee in. As she talked away and I was repeatedly saying 'yes', admiring the Esprit, I noticed water dripping out of a front corner. Other than the odd small drip, I hadn't I seen any water on the garage floor, but that's because it had flowed into the cracks between the plastic tiles and was lying under them.

Once lifted up, there was a lake of pink fluid. Doh...

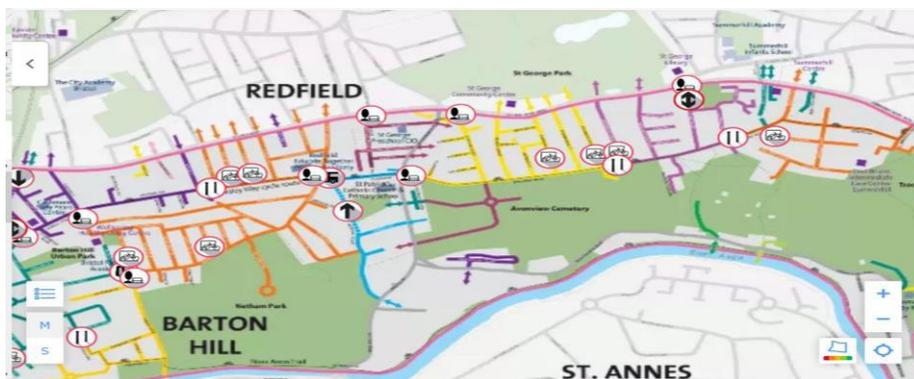
Accessing the radiator on an Esprit is a proper pfaff of hidden bolts and bendy fibreglass and, as is the case on an old Lotus, the method of build is very strange. They took economy of materials and weight quite seriously and everything seems to 'do something else'. Anyway, its sealed up now and we have a dry floor. What a jolly lovely ending.

Political Corner – Politics of Motoring

by Bob Bull

As a member of the Alliance of British Drivers I am involved in a number of Campaigns to protect our right to drive and choose what vehicles we choose to drive in. Currently in the news are various names of schemes removing or restricting access to some residential roads.

These manifest themselves as Low Traffic Neighbourhoods, Mobility Restriction Zones, insidious 15 Minute cities or any other name Bureaucrats can dream up. 15 Minute Cities are Cities where cars are limited to a number, such as 100 trips per Year. So living in Whitchurch with relatives and work in Filton would involve payment from 100 visits on! Bristol proposes a Liveable Neighbourhood.



For more information:

<https://eastbristolliveableneighbourhoods.commonplace.is/en-GB/map/trial-map>

We are beginning to win some of these arguments and the Government has recently blocked using central money (your money) for LTNs however not sure if this affects all schemes.

We will campaign for existing areas to be reopened to traffic and ensure local councils don't waste your money on worthless schemes.

If you do not agree with such schemes 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:

Alan & Wendy Sadler and David Bryers.

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

Well, I mentioned it a while back and yer tis. Whilst moving house I came across some programmes and started looking through them. Fascinating and probably the most interesting, so far, being from the 22nd annual Weston-Super-Mare Speed Trials on Saturday October 4th 1980 organised by Burnham-on-Sea Motor Club. 42 years ago!

I can remember being in awe of the big, noisy machinery especially the ex-F1 Hesketh of Ted Williams, except it wasn't? but I didn't know it at the time.

Glancing through the brave pilots who were listed with home towns, some seemed familiar, wonder if any were from our own BACMC as it would have been then?

Nic Mann – 3500T Morris Minor

John Haynes – 5700 TVR Tuscan

Deborah Franklin – 3500 MGBGT V8

Gillian Fortescue-Thomas - 3814 H.W.M. Alta Jaguar

Richard Fry – 2300 Mallock U2 Mk20X

Nigel Bigwood - 1600 Ensign LNF3

David Gould – 1570 Gould Terrapin 80/1
David Render – 2000 Lola T560
Max Harvey – 2200 March 782
Alister Douglas-Osbourne - 3000 Pilbeam MP47
Ted & Mark Williams - 3300 Hesketh 308E
Paul Edwards – 3400 March 76/78A
Terence Smith – 5000 March 761
Dave Harris – 2200 Pilbeam MP42
David Franklin – 1991 March 782
And doing a demonstration run on his 650cc B.S.A was Denis Jenkinson

Biggest I could find;
George Tatum – 7200 McLaren 12C
Clive Bracey – 7600 Vebra Chevrolet

Quite a selection of machinery, so what did those machines look like? I have a very few pictures of my own but took the opportunity to use the good old inter-web and have a bit of a look around for more information. I failed to locate results for the 1980 event sadly and couldn't identify car / driver on cover of programme.

I have maybe got some bits incorrect, however, an awful lot of the stuff I looked at had our own Tim Murray, Pete Stowe and Ralph Colmar commenting or contributing, so I am sure they will correct things or provide additional information. Apologies but I spent too long searching which led to my actual Rambling being late, I kept getting distracted and looking at related information, one of the best sites I found being Oldracingcars.com.

Williams' Hesketh 308E; Of the five cars three had been written off, but a car was built up using a new tub and what is believed to be the remains of 308E/1, and was sold to Ted Williams in 1979 for use in sprints and hillclimbs. That car, listed as 308E/1-2, moved into historic racing in the late 1990s, and is still used regularly. Williams also acquired the repaired monocoque from 308E/3 as a spare, and this was finally completed as a show car in the early 1990s; in more recent years it has been used in demonstrations. (Thanks to Old Racing cars.com). The engine I believe was a Cosworth DFV V8 enlarged to 3.3litres

This of course led me to Ted's March 707 which was apparently the third, spare chassis, built up and raced before he acquired it, not the ex-Chris Amon car, was going to start looking into other machinery owned and raced by Ted but got distracted.

David Franklin was apparently driving a March 782, ex-Bruno Giacomelli F2 car, his double Sprint & Hillclimb Championship 1978 was in a March 772-BMW Formula 2 car which was built specially for him, however I also found reference to it being built up using second hand bits, no mention of it being an ex-Mark Surer car which I thought it was.

I was getting totally carried away; looking into the history of Clive Bracey's Vebra Chevrolet and especially George Tatum's McLaren 12C proved fascinating but then I got to looking at David Franklin's McLaren M6B and learnt some new stuff, was time to call a halt, for a while.

Finally, am interested to know whether long term member Mal Allen knows entrants Paul Ashman, 1825 Ford Fiesta or Stuart Wiseman 2660 A.H 100M whose home town was listed as Farmborough?

Oh, and I found some more 'interesting' programmes in the box.



Burnham-on-Sea Motor Club Ltd. in co-operation with
Woodspring District Council and Passey & Porter Ltd. present the

22nd ANNUAL WESTON-SUPER-MARE SPEED TRIALS

SATURDAY OCTOBER 4th, 1980
start time 2.15pm



Official Programme
20p

For conditions of admission see inside

Passey & Porter



1980 Escort XR3

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- * Independent Suspension
- * XR3 and Estate Car Versions
available November 1980
- * Ask for a Test Drive



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GT40 First Steps

by Bob Bull

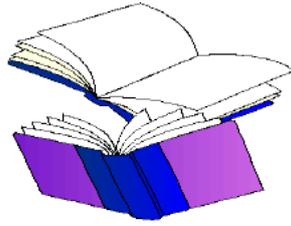
Parts all delivered, well most of them, still trying to acquire lights and Engine block is on the Atlantic.



First job is fit the floor, but this is critical for pedal and seat positioning and being long in trunk of Body a bit of a problem, as you can see! The options are lower floor which will lead to reduced ground clearance and as this will be a road car not a good idea. Dan Gurney had the same problem and had a dome added to door top we will also site the seat between the seat rails using an inverted pair of top hat brackets. That decided means we can turn the chassis over and attach the floor.



Help raise funds for Wiltshire Air Ambulance



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From the Backfire Archives – Factory Visits *by Pete Stowe*

Over the years, the Club has arranged many trips to car factories, from Aston Martin to Williams, from Morgan to Jordan.



Early in 1964 Club Chairman Mike Manning, arranged a trip to Marcos Cars in Bradford-on-Avon, and the following report appeared in the May issue of Backfire:

“A VISIT TO MARCOS

After his talk to the Club about Marcos cars, Jem Marsh promised to show a limited number of members round the factory. This took place on Tuesday, May 12th., when quite a large number of our members and those of another motor club met at the Swan Hotel in Bradford-on-Avon. From here, it was only a half-mile walk to the factory, at Greenland Mills.

Jem Marsh started the tour by showing how the chassis of the Marcos 1800 is constructed; technically, this was the most interesting part of the tour, for the chassis are made of wood, the actual materials being marine exterior quality ply and spruce. The main load-carrying members are two deep box sections of 1/8 in. ply in the form of a V, the wide part being at the forward end, and surrounding the engine and gearbox. To the front of this V is bolted a small metal sub-frame which carries the front suspension, steering and radiator. When asked where he obtained stress information for plywood, Jem Marsh more or less said that nowadays they didn't bother to stress the chassis. Apparently, when the original Marcos was designed, the chassis was all properly stressed, but when actually made, it was far stronger than it had been designed to be. They had not so far suffered from any failures of the wooden part of the chassis in service, apart from prangs in which the metal part tends to come off worse than the wood.

We were next shown the fitting of the fibreglass body on to the chassis. The main part of the body is sprung over the chassis and bonded directly to it; the whole of the undersurface of the car is then protected by bonding on layers of fibreglass.

On the bottom floor of the factory, the final assembly is carried out, including fitting of the engine, which is a Volvo 1800 c.c. unit, producing 108 b.h.p. in standard form with two Stromberg carburettors; in racing trim, with two twin-choke Webers, the engine is producing about 160 b.h.p. Quite a long time was spent inspecting cars in various stages of completion and also some of the older types of Marcos which were in for overhaul.

At this stage, Jem Marsh pointed out that unless we hurried, the pubs would be shut, so a hasty retreat was beat back to the Swan to discuss what had been an extremely enlightening visit. Our thanks go to Jem Marsh.

J.A.E."

In 1993 Mark Niblett, the then Club's Social Secretary, arranged a visit to the Penske Racing factory in Dorset.

"PENSKE FACTORY VISIT Saturday 30th October, By Mark Niblett

On a cold Saturday afternoon, ten enthusiastic club members (originally twelve but two pulled out at the last moment), headed south towards a small grey building just north of Poole in Dorset. Displayed in large bright white letters on the front of this building for all to see is the word "PENSKE". "Who?", I hear you say. Penske, home of the most successful IndyCar team in history. "IndyCars?", "Yes IndyCars. You know, where all the Formula 1 drivers go when they retire".

We were met by Mr. Nick Goozee. Managing Director of the Design and Manufacturing Centre for all Penske cars (once again British Technology at its best). After a brief talk on the history of the company we were led upstairs and shown the hall of fame, displaying signed pictures of all the Penske Indianapolis 500 winners.

From here we were then guided around the design centre where the split between computers and drawing boards is fifty/fifty. There on display for all to see were several coloured transparency film drawings laid out on top of each other, each representing one system of the car i.e. fuel, engine, transmission. Quite plain for all to see from these drawings was the compact/low nature of the car considering the systems under the bodywork.

The tour then moved on to the master mould shop where the cars' shape is made in full scale from clay according to the design drawings. It is from this model that moulds are made for all the bodywork. Then the actual bodywork panels are made from these moulds out of carbon composites and its derivatives to very high quality and dimension standards, producing a structure strong enough to withstand an impact of more than 200 m.p.h. (as Mansell well knows). The amazing thing is that 9 out of 10 drivers' tubs after a crash can be used again, (if only your Ford Escort was this strong).

Finally after a quick tour of the computerised machine shop, tasked with the manufacture of the suspension and gearbox components. We were treated to a spectacular conclusion to the tour. Yes, that's right the car that Emerson Fittipaldi won this year's Indianapolis 500 race in. Nick Goozee had no worry's in letting us poke our fingers into all the nooks and crannies of the car. The car is on its way to a museum in Africa all about the Indy 500 championship race.



An excellent tour was given by Nick Goozee and we were very lucky to be able to visit – especially considering that Penske only allow four tours of 12 people each year.”

In 1993 Penske had won the Indianapolis 500, nine times; they've now won it 19 times. The Penske facility in Poole closed in 2006.

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.

2023 F1 Calendar

| | Grand Prix | Circuit | Race Date |
|----|---------------|---|--------------|
| 11 | British |  Silverstone Circuit, Silverstone | 9 July |
| 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 Spanish GP*

| Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Score |
|------------------|----------|------------|--------------|--------------|--------------|-------|
| Martyn Davies | Alonso | Stroll | Aston Martin | Red Bull | Aston Martin | 632 |
| Dave Cooper | Alonso | de Vries | Aston Martin | Red Bull | Aston Martin | 612 |
| Jessica Robson | Alonso | Bottas | Aston Martin | Red Bull | Aston Martin | 611 |
| Jonathan Taylor | Gasly | Stroll | Aston Martin | Red Bull | Aston Martin | 543 |
| Chris Thompson | Alonso | Pérez | Alpha Tauri | Aston Martin | Red Bull | 521 |
| Sam Thompson | Alonso | Pérez | Alfa Romeo | Aston Martin | Red Bull | 517 |
| Dodie Taylor | Alonso | Stroll | Aston Martin | Ferrari | Aston Martin | 495 |
| Martin Baker | Norris | Stroll | Aston Martin | Red Bull | Alpha Tauri | 469 |
| Ken Robson | Alonso | Magnussen | Aston Martin | Mercedes | Mercedes | 463 |
| Liz Ibrahim | Bottas | Norris | Aston Martin | Red Bull | Alpha Tauri | 448 |
| Jose Suarez | Alonso | Sainz | Alfa Romeo | Aston Martin | Ferrari | 439 |
| Jamie Stevens | Bottas | Sainz | Red Bull | Williams | Aston Martin | 422 |
| Richard Reynolds | Bottas | Stroll | Aston Martin | Mercedes | Mercedes | 411 |
| Andy Moss | Alonso | Hulkenberg | McLaren | Red Bull | Williams | 410 |

| | | | | | | |
|-------------------|------------|------------|--------------|--------------|--------------|-----|
| Katie Davies | Alonso | Sainz | Alpine | Aston Martin | Mercedes | 407 |
| Alison Bennett | Alonso | Hulkenberg | Mercedes | Williams | Red Bull | 407 |
| Simon Moss | Russell | Sainz | Alpha Tauri | Aston Martin | Red Bull | 403 |
| Charles Alexander | Stroll | Verstappen | Alpha Tauri | Aston Martin | Ferrari | 391 |
| Mal Allen | Albon | Sargeant | Alpha Tauri | Williams | Williams | 390 |
| Bernie Humphrey | Alonso | Norris | Alpine | Aston Martin | Mercedes | 386 |
| Keith Weller | Alonso | Hamilton | Aston Martin | McLaren | McLaren | 386 |
| Richard Ibrahim | Hülkenberg | Russell | Aston Martin | McLaren | Red Bull | 386 |
| Joe Robson | Alonso | Magnussen | Aston Martin | Ferrari | Ferrari | 385 |
| Helena Sarsted | Ocon | Sainz | Aston Martin | Ferrari | Aston Martin | 384 |
| Mike Marsden | Bottas | de Vries | Aston Martin | Ferrari | Red Bull | 382 |
| Lisa Davies | Hülkenberg | Russell | Aston Martin | Ferrari | Aston Martin | 377 |
| Alyson Marsden | Magnussen | Stroll | Alpha Tauri | Red Bull | Ferrari | 376 |
| Tim Murray | Russell | Zhou | Aston Martin | Ferrari | Aston Martin | 370 |
| Donny Allen | Bottas | Stroll | Alfa Romeo | Mercedes | Red Bull | 343 |
| Martin Emsley | Alonso | Bottas | Haas | Mercedes | Ferrari | 313 |
| Sharon Reynolds | Ocon | Russell | Aston Martin | McLaren | Ferrari | 306 |
| Matthew Stevens | Alonso | Magnussen | Alfa Romeo | Ferrari | Mercedes | 300 |
| Jerry Irwin | Alonso | Norris | Haas | Mercedes | McLaren | 285 |
| Rob Cooke | Norris | Russell | Aston Martin | McLaren | McLaren | 277 |
| Mark Niblett | Bottas | Hamilton | Alpha Tauri | Mercedes | Alfa Romeo | 254 |
| Merlyn Griffiths | Bottas | Pérez | Alfa Romeo | Alpine | Mercedes | 245 |
| Neil Lock | Albon | Russell | Mercedes | Williams | Alpine | 244 |
| Chris Bennett | Bottas | Sainz | Alfa Romeo | Ferrari | Alfa Romeo | 219 |
| David Garnett | Norris | Sainz | Alpine | McLaren | Aston Martin | 204 |
| Daniel Shroff | Hamilton | Norris | Alpha Tauri | McLaren | Alfa Romeo | 192 |
| Pat Holmes | Norris | Sainz | McLaren | Williams | Ferrari | 173 |
| Ralph Colmar | Norris | Russell | Alpine | Williams | Alpine | 173 |
| Abi Reynolds | Leclerc | Norris | Alpha Tauri | McLaren | McLaren | 97 |

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

24th ACE Classic Tour

by Martin Emsley

Seems to me there is always something wrong with the weather for us Brits to complain about. Well for the A.C.E. Tour this year it was beautiful albeit a bit too hot, certainly protection was required in open cars and even on the move the breeze was hot.

We had a good turnout of some 21 assorted vehicles at Washingpool Farm for the start, think it was most agreeable with the café and toilets available. I did get into trouble with the site event manager as we were supposed to park further away and would have been out of sight. I figured that being out front of Café / Shop was a good move, people coming to join us could see where we were grouped and we created some interest, a number of people wandering over for a look and chat.

First half took us NE through Olveston, on to Iron Acton then Wooten-Under-Edge, Minchinhampton & Frampton Mansell before turning north to Edgeworth then West above Stroud to arrive at Saul Junction for the lunch stop. Was a bit of a squeeze in the car park but Rory from The Willow Trust kindly provided parking permits, tours of the boat and access to a toilet. I must confess to not paying enough attention and wrong slotting us on the way there though, and I devised the route!

After a pleasant break we set off behind Charlie, in her MX5, to spend the afternoon passing and re-passing as we both made errors, apologies as there appears to have been a route book mistake at Sherston. A pleasant meander SW under Stroud through Stonehouse, Nailsworth, Tetbury cutting south beyond Malmesbury then headed west to Old Sodbury and The Cross Hands Hotel to finish.

This time the route was just about equal halves, 60miles each, and more open flowing roads, some challenging, with some great views along the way. The route appeared to be well received but I do have concerns about the timing of the event, it was definitely too tight, really no need for it to be and adding in maybe another half hour either end would have made it more relaxed, sorry. This did have a detrimental effect upon the lunch break and subsequently the finish, we needed to leave whilst cars were still arriving.

Many thanks to all who supported us, especially for your generosity, we will be able to present The Willow Trust with a good sum of cash to support their excellent work. Hope you enjoyed it and hopefully see you in 2024.

Photos from ACE Tour

by Andy Moss



Photos from Redline Visit

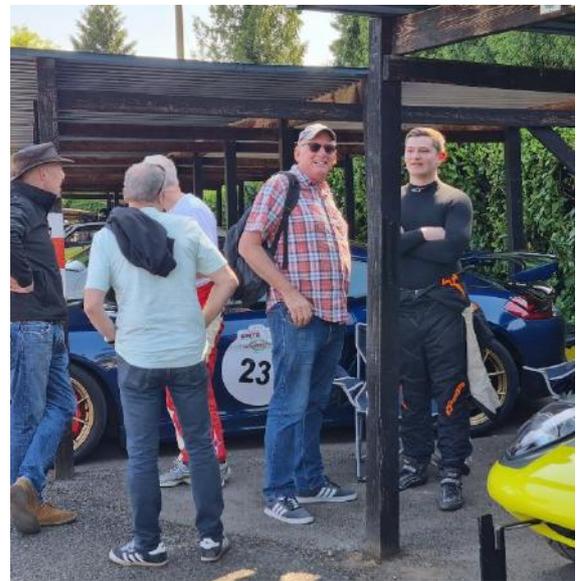


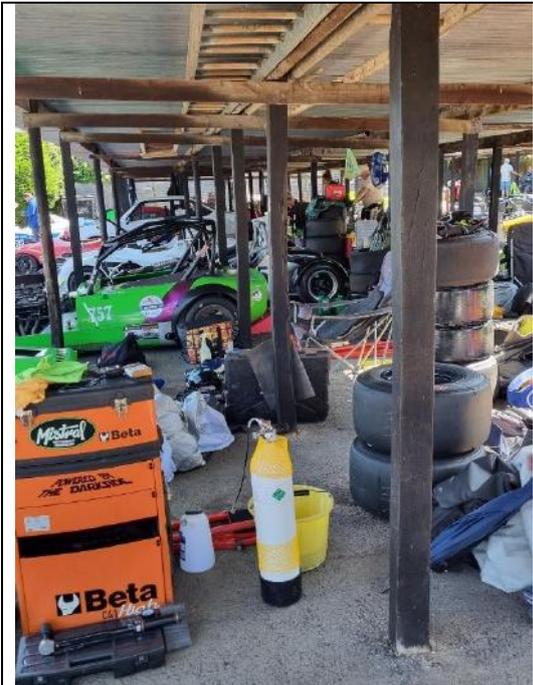
Endpiece by Martin Emsley



This lovely Rover P4 was spotted at a stop in Shropshire, it was clearly well used, well loved and cherished, believe that it had travelled up from Cornwall and the couple in it were 'on tour'

Photos from Shelsey Walsh





BREAKFAST MEET - PETROL & STEAM
Sunday 25th June at Dean Forest Railway, Forest Road,
Lydney GL15 4ET
from 0930

All types of transportation welcome

Refreshments Available



CLUB NIGHT MONDAY 12th JUNE
Change of venue for June.

The Boars Head, Main Road, Aust BS35 4AX.



FRENCHAY VINTAGE AND CLASSIC VEHICLE SHOW

Saturday 15th July

To be held in conjunction with the hugely popular Frenchay Flower Show and for the first time in a dedicated display area adjacent to the main show ground (in previous years vehicles have been displayed in the car park next to the Village Museum somewhat distant from the show ground). There will be a picnic area for the use of those displaying vehicles and direct access to the show ground and its many attractions and facilities.



Pre 1995 vintage and classic vehicles including bicycles, motorcycles and cars all welcome. It's free to display your vehicle and picnic within the vehicle display area. Hardstanding available for the display of motorcycles.

Entry for vehicles to the display area will open at 10am and close at 12pm with the Flower Show stalls opening at 12:30pm and the Flower Show exhibitions at 1:30pm. Once in the display area, vehicles will not be permitted to leave until 5pm, so as to minimise vehicle movements for the safety of the public while the Show is open.

No need to pre-book just turn up on the day but if more information required please email vintagevehicles@frenchayflowershow.com

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 our most realistic F1™ simulator and get ready for the ultimate racing experience. Made from an official Mercedes-AMG Formula One show car.



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.

Please contact Nick Wood to reserve your place on the mini-bus 07786936941

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.

There will be a display of cars like last year's successful Anniversary Track Day and a track parade at lunch-time. 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.

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

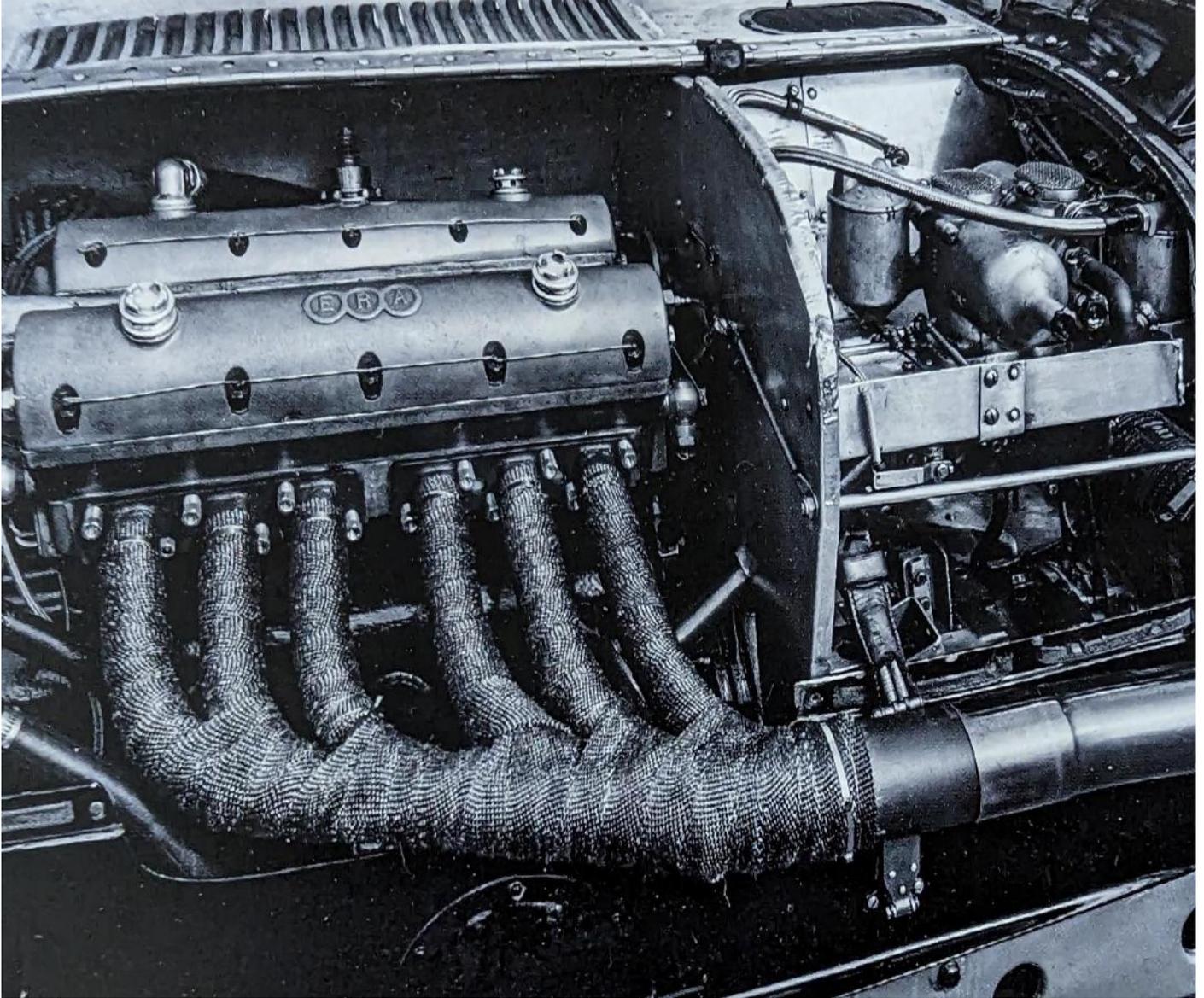
PEGASUS SPRINT

SATURDAY 21st OCTOBER CASTLE COMBE CIRCUIT

Regs etc available soon. Entry will be online. Please enter as soon as possible as spaces fill up quickly.



BACKFIRE



***ENGINE FROM AN ENGLISH RACING
AUTOMOBILE***

2023 Events Calendar

| | | |
|---------------------------------|------------------|-----------------------|
| Sunday 25th June | Breakfast Meet | FOD Steam Railway |
| Monday 10th July | Club Night | TBA |
| Saturday 15 th July | Car Show | Frenchay |
| Sunday 30th July | Breakfast Meet | FOD Steam Railway |
| Saturday 5 th August | Club Trip | Brooklands & Mercedes |
| Monday 14th August | Club Night | TBA |
| 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 JULY 5th

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