

Backfire

Pegasus Motor Club Magazine
March 2024



Andy Moss & Richard Reynolds competing at the Cotswold Clouds

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 Pegasus Motor Club

President – Dick Craddy dick.craddy@bristolpegasus.com

President – Bob Hart bob.hart@bristolpegasus.com

Committee

Chairman – Nick Wood chairman@bristolpegasus.com

Treasurer – Martin Baker treasurer@bristolpegasus.com

Secretary – Tim Murray secretary@bristolpegasus.com

Membership Secretary – Bob Bull membership@bristolpegasus.com

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

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

Website Officer – Richard Reynolds webadmin@bristolpegasus.com

Magazine Editor – Cherry Robinson backfire@bristolpegasus.com

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

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

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

Other Club Contacts

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

Archivist – Pete Stowe pete.stowe@bristolpegasus.com

Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



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



Photo Gallery – gallery.bristolpegasus.com



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



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



Instagram – www.instagram.com/bristol_pegasus_motor_club



Nick's Natter

Well our Irish trip is now all booked. Sadly the Hillclimb is only held on the one day, probably because it's a normal road the rest of the time! But at least that will give us plenty of time to explore more of the wonderful scenery.

We had a good time with the Shelsey marshals and were made very welcome. Good food, good company and plenty of booze, what's not to love. Thanks again to Martin for inviting us. Sadly we missed Sunday lunch as my back went into spasm again and I was unable to sit down. This meant I spent the whole journey home in a great deal of pain. Chris is off to marshal the Manx Classic with some of the Shelsey guys. *(editor: I shall expect a full report and lots of pix)*

I am really looking forward to Fluxie's talk as I'm sure it's going to be very entertaining. Hopefully there are a few of you out there that have now read the book and will be joining us at the BAWA.



It's an uphill struggle – a five yearly change of daily...

by Jones the Speed aka Phil Jones

Cars not underpants. Anyway, a new year and Jonesy's at it again, selling one, sold another and bought one. Some think I have some sort of problem – hard to believe, isn't it?



It started with me thinking about 'the last proper petrol cars' as I mentioned in a previous Backfire. Given that the Merc had served me very well for almost 5 years – a near miracle of long-term ownership for Jonesy – it seemed about time that I thought about 'the next one'. I managed to string out the process for about 3 months. It keeps me from under her feet.

It had to be petrol, fun to drive and as frippery free as possible. I don't like lane keeping, start-stop, plug in charging, binging, bonging or other nonsense. I just wanted a proper, iPad free, car.

Along the way, I pondered a 1700-mile Nissan GTR (too expensive to run as a daily and a bit complex), a Porsche Cayman GTS (brilliant in every way, but I'm not really a Porsche man at heart), a last of the line Dodge Challenger widebody (the C.O. didn't want to sit 'on the wrong side') and an Alpina B3 (it seemed a lot for a 3 series even though they are much admired). A Lotus Emira had been on the list before, but I'm still not convinced that its fully sorted yet, so I will leave the development driving to others. Defying all logic, except mine, a 1980 Mercedes R107 500SL with under 11K miles on it. It was the most perfect one I have ever seen, but sense prevailed as I don't have the space to keep it indoors. I'm in mourning for that one.

Now, I'm not usually an MX5 man but I was mighty impressed by the latest RF 2.0 with its Bilstein's, lowered Eibach springs and LSD. It was a bit cramped for me, but it seemed a lot of fun for the money and the build quality is very impressive.

And then I spotted a Toyota GR86 at a dealer in Weston-Super-Mare. Its tricky buying a GR 86 or Yaris – you must get on an email list with Toyota UK and hope that they like you, so, although I had thought of one, I had assumed there weren't any available.

But the chap in Weston is ex-TTE with the right contacts and he managed to bag a pair of 86s (not to mention four GR Yaris' too). Its only 15 mins from my office in Somerset, so what harm could there possibly be in dropping by to look?

An enjoyable hour and 20 of chit chat and a cup of tea later and I had bought it. Now time for the 'call of shame' to the C.O.

"Just setting off...I did call by in that garage after all...nice chap...had a great chat...be back in an hour. Bought it. Yes really. Sorry. Yes, I know..."



First job after collection was to find a spare wheel. My Toyota man enquired and found that an earlier GT86 wheel fits, so I managed to get one from the Wheel Shop complete with tools and it fits under the floor instead of the silly hair mouse.

Next job was to disconnect the equally silly sound enhancer which resonates sound from the engine bay via an amp and then to a speaker behind the dash. That's not me. Interestingly, the forums report that the sound enhancer manages to enhance the road noise from the front end as well as the engine, which is a bit of an own goal really.

Anyway, lots of swearing and some help from Owen got it unplugged. All that remained was to run it in...which everyone says you don't do these days, but I do.

Although it's a Toyota, everything under the bonnet says Subaru, including the oil filter, so I purchased one from Roger Clark Motorsport in Leicester. The 1000-mile mark came up over Christmas, so the oil was done and it was ready for the next 9K. We also checked for the 'excess RTV silicone' issue that has affected some of these engines and it was all clear.

These 2387cc Subaru FA motors rev to 7500 and have forged rods, so they are quite high spec. It's all Subaru except for the suspension tuning and induction, which Toyota Gazoo Racing has (uniquely?) configured as port *and* direct injection. It gives it close to 100 bhp per litre, without a turbo and it's a bit 'hair trigger' on the throttle response away from standstill. Tie me Kangaroo down sport?

The 6-speed manual box is snickey and mechanical, the electric PAS is not Lotus good, but it's better than most current systems and it has a Torsen LSD as standard. You can't complain really, can you? And if you service it at a Toyota dealer, the warranty extends to 10 years. At less than half the price of a Porsche Cayman GTS, I was seeing value for money here. No, it's not a Porker, not as quick or refined and doesn't make a flat six noise but, for putting enjoyable miles on every day, its perfect.

Delving into what's behind it, I understand that the Subaru BRZ version of this latest 2.4 model, not sold in Europe, is set up a bit softer and more 'GT' than Toyota has decided to do, which has a stiffer rear (Vicar...) to make it pointier (Matron). It rotates quicker than I was ready for and, after the Merc barge, it's quite an eye opener.

So, one in means one out over here and the Merc was away. I decided to try Car and Classic Auction as it had just over 62K on it, which is low for a 140 series S Class, but not low as in 'valuable'. The whole process was done in a month, including a professional photographer and the write up. It was on preview for a few days and then a 7-day timed auction to a decent result, considering it's a bit stone chippy.

It went to a super guy from London who is a Porsche man at heart but, about to retire, he and a few mates decided to each buy a pillarless coupe and do some road trips in convoy. His mate had already bought a Jaguar XJC (good luck with that as they can be a bit floppy / wind noisy / leaky, though they are darned pretty) and another was chasing a Beemer.

I thought it sounded a cracking bit of fun.

So, it looks like I'm turning Japanese (I really think so...)

Emsley's Ramblings

by Martin Emsley

True to form in the post-Christmas lull I felt in need of a 'car' fix and began looking eagerly forward to what was presented instead of the Autosport Show "Newly rebranded as 'A24', we've got a fresh new look, revised show layout and exciting new areas."

The Motorsport Show and Engineering were the areas I particularly wanted to look at, not fussed about the live arena, but curious what the Vibe arena would be like billed as being for performance and modified cars.



An early start and an excellent breakfast, if you're going to NEC suggest you stop off at Big Sams in Bromsgrove for a reasonably priced super fresh breakfast and friendly welcome.

Clearly the show had acknowledged a problem hence the relaunch with a 3-year plan but even now I am still asking myself what it was all about, it certainly failed to have either an identity or a clear purpose. I realise that times have moved on for the show I loved many years ago, but at the moment I am struggling to understand it, is very bitty and fragmented, no real focus or purpose and a huge void of exhibitors.

All that said I had a wizard day out, the show was very quiet which gave the opportunity to stop at stands and have a good chat with folk, in fact I think some were thankful of us taking the time to break their boredom! I was able to see and understand the difference between a manual and sequential gearbox with the help of cutaway examples, is quite simple really.

Also had discussions about optical and physical scanning of objects and the conversion of scans into 3D models on printers, technology has moved a long way. Incidentally on a suspension stand we viewed a prototype shock absorber lower body which had been 3D printed in one piece instead of multiple machined parts, it was a work of art, raised 'scales' on outside to aid cooling and non-right angled transfer ports inside, they wouldn't let me bring one home.

Two displays which really did catch the imagination were the F1 Stock cars, basic and brutal beasts and the stunning custom built Tractors for pulling contests; one with 2 Rolls-Royce Griffon Aero engines and another with 4,000hp provided by two blown Chevy engines, simply awesome.

The 2023 Le Mans winning Ferrari was there, it didn't really do anything for me, just being functional and red. Quite a lot of drift cars, some with pretty massive 'aerodynamic aids' not sure what purpose they serve and pretty sure they would easily get knocked off. A strange item was a denuded McLaren with no body panels which I believe was being broken for parts, why it was on display I have no idea.



Most interesting and my favourite car of the show was this 1939 Brooklands Wolesley; this was based upon a pretty ordinary Wolesley 14/60 saloon and has a straight 6 2.6litre engine with overdrive.



The body, made by Brooklands Bodycraft is hand rolled aluminium, but all the other restoration was completed by the owners. The engine was moved back to get the right 'look' and the finished car was just stunning.



Really enjoyed the February edition of Backfire, is really amazing what Club Members get up to; was enthralled by the comprehensive article from Bernie Humphrey, was really interesting and a whole lot different from my experience.

I bet those 2 stroke catamarans were an amazing sight and sound and great that he got involved in the rescue side. As we keep reminding ourselves, our events wouldn't happen without an army of enthusiastic volunteers and it would be super if more members wrote an article for our Backfire.

The mention of Colin Chapman got me thinking, am sure somewhere I read that he was involved in a business constructing vacuum moulded GRP hulled motor cruisers which he had designed. Interesting to think what imaginative creations might have been produced had he ventured into designing racing hydroplanes.

Completely bonkers and incredible looking, are the H1 Unlimited Hydroplanes in America. The Unlimiteds are powered by turbine-engines that produce around 3,000 horsepower and World War 2-era Allison V-12's that kick out around 2,500 horsepower – allowing the drivers to reach speeds of nearly 200 mph and producing a massive 60-foot tall, 300-foot long wall of water called a “roostertail” behind them.

With very few restrictions, these majestic hydroplanes race in front of shorelines packed with fans on bodies of water throughout the United States, would love to go see them!



January meeting at Washingpool Farm

Fantastic to get another fix the day after attending A24 was rather cold but got there early. Another fantastic turnout, but in truth, I find some of the cars rather boring, the more modern stuff and especially the multitude of Mercedes Benz, BMW, Audi and Volkswagens. The Lamborghinis and Ferraris & Subarus don't really interest me and there were probably half a dozen MX5s none of them as good as mine!

There was a beautifully presented BMW E39, same colour as I had, gave me a small laugh I like the older and unusual; an original unrestored 1970's Mini 1000 bought a smile and good memories, an early Morris Minor beside a Triumph 2500 saloon alongside a Rover P6 V8 and there was a stunning early Gilbern but my favourite was the Triumph TR5.



A warm welcome to our new members this month:

Nicholas Olson, Jim Kemp, Michael and Linda Bennett.

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

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

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

Tell us what YOU want from this motor club.

**BPMC CLOTHING
NEW DESIGN COMING SOON**

Visit our Club Facebook Group for all the latest news and photos from our events

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

And don't forget to visit our webpage

<https://bristolpegasus.com/>

**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

F1 – decisions and things.....

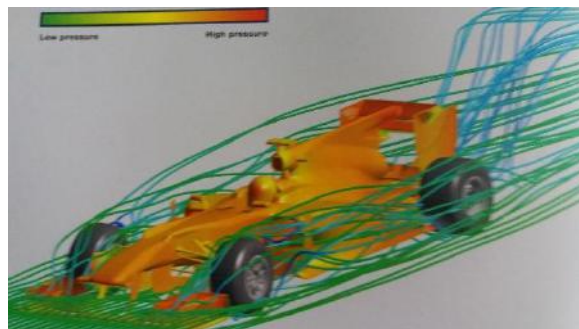
by Dave Cooper

Whilst most of us are somewhat remote from the world of F1 decision making, it can be interesting to speculate what we would do if we were 'in charge'. The popularity of our own "Fantasy F1" game leads to some interesting choices for instance. We know that really good drivers are expensive (over-paid ?), but, what about the technology choices.

For example, we have the major split between Wind Tunnel time and CFD (Computational Fluid Dynamics). Both have to be funded within the constraints of the Cost Cap /time usage rules and take up valuable resources. Both can yield a dramatic advantage over the other teams not making the best use of them, and, let's face it – even the top drivers will struggle in uncompetitive machinery.

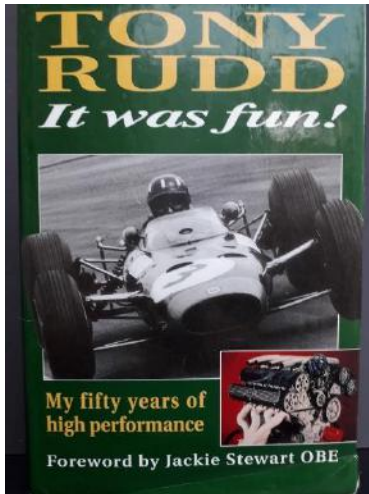
Most teams will use some combination of both: the wind tunnel tends to favour downforce /drag experiments but has the expense of running the tunnel (lots of electricity !), plus, the cost of making a number of accurate 60% scale (just under 2/3rds full-size) models together with a limitation on top speed. CFD on the other hand favours in-depth studies of vortices, heat effects and more detailed air flow characteristics. CFD also needs high-powered computing and skilled staff to generate the computer models and to analyse the complex results.

Most teams are struggling with staff costs these days. When McLaren built their very successful 60's Grand Prix and Can-Am cars, they had around a dozen people doing all the work. Today, we are looking at over 1,000 team employees to put two cars on the grid (you could say this is faintly ridiculous....). Added to this, of course, are the specialist suppliers and contractors all eating into the overall budget. F1, and motor racing in general, has always found ways of getting around loop-holes in the regulations (will specialist lawyers be next ?). The FIA continues to try to contain costs whilst trying to make the sport 'more pc' and acceptable to the environment. One thing's for sure – one team will always be at least one step ahead of the others, and these days, technical decision making must be right up there....



Reading Room

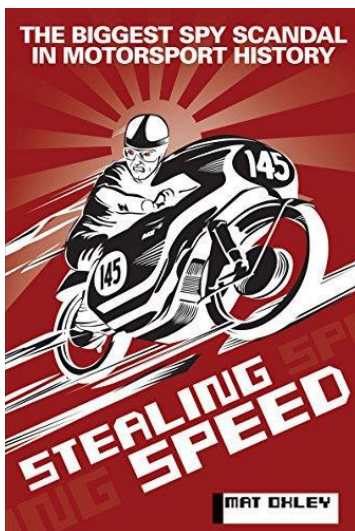
books what I've read - by Dave Cooper



"A fascinating (autobiographical) read of this famous automotive engineer. It covers in depth his early years, time spent as a Rolls Royce apprentice before he was 'seconded' to BRM. His career ends at Lotus and talks about Colin Chapman and the Delorean fiasco.

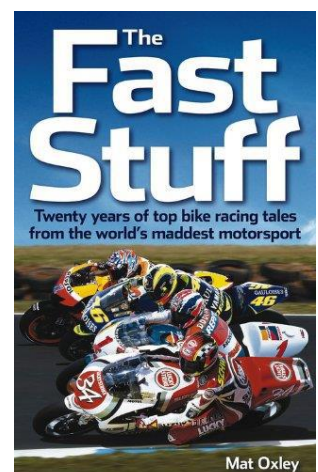
The forward is by Jackie Stewart and the book devotes much time on engineering the Graham Hill and Stewart cars in great technical detail. (Now out-of-print and used copies seem to be climbing in price...)"

books what I've read - by Martin Emsley



Onto 2 wheels this month for my reading pleasure. As Mat is a good writer and storyteller I thought I would try it, it was certainly interesting telling of the cold war defection of a top Eastern European racer with the hard earned secrets from MZ of how to get the 2 stroke motorcycle engine really perform which he sold to Suzuki and kick started the Japanese 2 stroke invasion. A ripping yarn which I thoroughly enjoyed though I did wonder whether the closing chapter pondering the future of the 2 stroke engine was really necessary. As a result, I am looking to increase my knowledge of this type of engine which I had little exposure to previously.

More Mat Oxley, I read this a while back, is a collection of columns he wrote over 20 years for Motorcycle magazines which have been compiled into a book. To be honest I found some of it repetitive but every now and again would come across a real gem. I don't ride motorbikes and I had no concept of riding a GP racer, similar I guess if someone tried to describe to me how to drive a modern F1 car so those descriptions didn't mean much, however the pieces about 'The people' were enthralling.



The TT continued....

by Claire Meadows

Here is the third and final 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 7, Monday 5th June

This was a rest day, thankfully for the racers, as they had already had such a full-on schedule over the last week or so! I was tired by then, so didn't do much! But I had one important thing I wanted to do - on the evening, I went up to Douglas cemetery opposite the Grandstand to visit and lay some flowers at the memorial to all the riders lost during the TT and Manx Grand Prix over the last 116 years. It is a very moving and fitting tribute to all of them. There are so many inscriptions about them living their dreams. May they Race in Peace forever.

My Day 8, Tuesday 6th June – Race Day 3

Back to another Race Day! I was up extra early as I wanted to make sure I could get a good place at a new spot to me, Conkerfields opposite the 'K Tree'! I arrived there about 7:45am and parked up in the field (Roads weren't due to close until 10am!).

I checked out a couple of places then found a spot big enough for 3, as I was saving a place for my friends Shana & Jamie, who are TT superfans, and who had recommended where to stand for a great view!! They came along shortly after, and then were joined by one of their friends. It was so much cooler that morning!! So glad I had layers on! There was some low cloud on the mountain and that eventually delayed things by 3 hours!! This was literally the only weather delay of the whole fortnight! But it really didn't seem like that long at all as time passed quickly while we were chatting and catching up about the amazing racing we had already seen! Only slight drawback was there was next to no internet! So I couldn't see the race timings and info, but they had their extra good builder's radio, so we could hear really well!



It turned out to be a fantastic view there, with a long view of the approach, seeing the bikes do a wheelie past the tree, and then zoom off into the distance! It was also quite quick through there and with the light I didn't seem to catch photos all that well!

There was a solo warmup at 1:30pm with dozens of the riders testing out any changes they had made since practice week, on a mixture of machines.



It was a nice surprise to see Manxman Conor Cummins back out on the Padgett's Honda, as he had been in hospital the previous Friday on a drip, due to a viral illness! Fair play to him!



There was also a 'Sidecar shakedown' where those teams got another invaluable testing lap in before their second race the following day.

Then it was the first race of the day, Superstock Race 1 at 2:45pm, due over 3 laps. This was a great race! This time it was Hickman who dominated and took his 10th TT win!! Well done Hicky! Michael wasn't far behind though and took a good 2nd place, and there was another strong podium for Deano in 3rd! Well done! Davey Todd recorded his best ever lap, a 132.626 in 4th place. Recent Dakar rally finisher (yes really, after an epic effort!) James Hillier was in the 132's again and finished 5th. Jamie Coward had another great result in 6th with a best ever lap of 132.096mph!

Great to see Conor finish well in 7th and collect a silver replica. 8th saw a great finish for the returning Aussie Davo Johnson, nice to see him back! Last of the silver replicas saw a great ride from Ireland's Mike Browne in 9th, a very talented rider and one to watch! There was another great 10th place for Shaun Anderson! Of note was Raul Torras Martinez achieving his goal of finishing in the Top 20 in a 'big bike' race, in 20th place with a Personal Best lap of 125.470mph, becoming the fastest ever Spaniard round the course in the process!

It was also a great showing from young Manx Newcomer Ryan Cringle in 26th place, the only newcomer to finish, out of a total of 38 finishers. One more amazing statistic to add: in this race, Michael Rutter tied his Dad Tony for TT starts, with 83 apiece!! (and later that day he surpassed that number!). Well done Michael! They both have 7 TT wins each!

Then, late in the day was Supertwin Race 1, over 3 laps. This was delayed to 6:30pm, as the knock-on effect of the earlier delay meant the roads had reopened to allow locals to get home after work, and then they closed again. (It is sometimes an amazing juggling act that the Clerk of the Course has to make decisions like this; much more so when there are weather delays and cancellations!! In fact, at one of the previous TTs I attended, there were so many delays, they ended up running *five* shortened races on the last Thursday of the fortnight! It was amazing, and I like to call that 'Thrilling Thursday', as it sure was!)

Due to the delay, the light and shadows came into play, especially in our area. (As you will see in the photos!) I can't imagine how the racers do it! This was yet another fantastic race!

Michael Dunlop dominated this one on his own MD Racing Paton, winning by some 27 seconds and taking his 24th TT win to move up to be the outright second winningest TT racer of all time, behind his legendary Uncle Joey with 26 wins!! Congratulations Mickey D!! Outstanding!!



There was a great battle for 2nd with the place changing hands several times, with ultimately Mike Browne earning the position, and his first ever TT podium, on the Burrows Paton, by 2.2 seconds over the hard charging Jamie Coward in 3rd! Hicky was 4th on his own PHR Performance Yamaha, a strong finish for him, and always surprising to see such a tall guy on the smaller bikes!

Great to see Josh Brookes have a good result in 5th on what was a last minute ride on the Dafabet RC Racing bike (a local Avonmouth team)! Pierre Yves Bian also had a great result in 6th. Dom Herbertson had started with the #1 plate and had a fantastic result in 7th! Michael Rutter earned the last of the silver replicas in 8th. Rob Hodson was 10th, a great result after having a painful incident with an off earlier in the week. Of note longstanding TT campaigner 67-year old Dave Madsen-Mygdal came home in 26th, after what may have been his 148th TT start (I am just basing that on what I thought was announced last year, as Dave himself wasn't sure!). He has had over 126 TT finishes though! A brilliant record! Well done Dave! Newcomer Jack Petrie got a finish in 28th, the last of the finishers. Well done to all!

It was not until later that night that we all heard the very sad news that Raul Torras Martinez was so sadly lost at the very end of the last race. Raul was doing what he loved most and had earlier that day had the joy of realising his dream of a Top 20 finish in the Superstock race. He was a popular and cheerful member of the road racing community who just loved his racing. May he always be remembered that way, smiling. His funeral was held on the Island and in tribute the funeral procession completed a lap in his honour, so fitting for someone who loved the Island and the TT so very much, and was such a great ambassador for the Sport. RIP Raul.



My Day 9, Wednesday 7th June - Race Day 4

The next day began in a somewhat sombre mood, but Manx Radio announced that everyone would be 'Racing for Raul today' so everyone was determined to do him proud, as well as themselves. I didn't get up quite so early as the day before. I hadn't had a firm place in mind, just a range of area to choose, somewhere between mile 6 and 10. I got as far as Ballacraigne corner and turned left to check out the area, but then decided on going further.

I ended up at Glen Helen 2 where I'd watched before when Mark and Lee and the boys came over in 2018. It is another great place to watch, beautiful forest scenery, a great sound reverberating through the trees, and a couple of bends with a climb towards Sarah's Cottage. I got myself in a great spot on the high bank at Glen Helen 2, for a change of pace today.



There is seating of sorts on wooden planks in a tiered arrangement, following the contour of the hill.

There was a warmup lap to start, with the Solos mostly on their big bikes.



They had swapped the order of the races and scheduled Sidecar race 2 for 11:45am, with the Supersport Race 2 in the afternoon at 2pm. It was a cool and cloudy day with good visibility, so conditions were good. I was sat next to a lovely young couple who were from Poland and Scotland! You always end up chatting

to likeminded fans, wherever you go, and I had a nice conversation with them.

It was overall quite an emotional Sidecar race, of 3 laps duration! So many special things happened!



Congrats again to those Birchall brothers, their 14th TT win, and 11th in a row! Their margin of victory was 9 seconds this time. They also set another Sidecar lap record of 120.645mph!

It was great to see 2nd place Founds & Walmsley get a 120mph lap too! And fantastic to see young Callum & Ryan Crowe back on the podium with a good 118+mph lap! Their Dad, former sidecar TT winner Nick is so proud of them! Tim Reeves & Mark Wilkes were back on form in 4th place.

Another great result for Steve & Matty Ramsden in 5th and with their fastest ever lap of 114.405mph! Glad to see veteran John Holden complete his last race, in 7th place, before retiring from the TT, and great he had that podium earlier in the week to go out on a high! Though his passenger Maxime needed a check-up for a possible broken rib!

There was a very emotional story with 11th place finishers Alan Founds & Colin Smyth. Alan has recovered from injury, and had to get a new passenger last week when his regular passenger was ruled out. Colin was supposed to be on board with Maria Costello but she had been signed off with concussion! The new pairing finished a very creditable 11th. After the race, Alan proposed live on radio to his girlfriend Karla, with a lucky lollipop he had kept down his leathers!! She was very emotional, and said yes of course!! Great to see a team I am following improve place and speed, Shaun & Ben Chandler of White Rose Racing finished 12th and recorded a PB lap of 106.707mph.

Good to hear the newcomer Irish crew Derek Lynch & Anthony McDonnell being interviewed and so excited to finish, in 14th, out of the 16 outfits who completed the race.

It was a shame that Michael Russell & Vicky Cooke did not finish! They ran out of fuel only a few miles before the end of the race! Mike was not far off completing 6 out of 6 races! He had challenged himself to take part in *all* 10 races this week! A superhuman feat which had never been attempted before!! Glad all crews were home safe or retired safe. There was much celebration later on within their very tight knit community! Well done to all who took part!!



In the afternoon was Supersport Race 2, yet another great and exciting race!! Huge Congratulations to Mickey D on his 25th TT win!!! Just incredible!! And to top it all, he is the first rider to do a lap at over 130mph on a Supersport bike!! Wow!!



He went 130.403mph on the 4th and final lap, and won by 9 and a half seconds over Hicky in 2nd. Hicky also recorded a lap over 130 on lap 4, a 130.219!!

Dean got another great podium in 3rd! They were a regular trio this week! Davey Todd was a strong 4th for the Padgett's team, and although he was somewhat disappointed, he is still learning all the time.

It was a shame teammate Conor was not able to ride, but he needed more recovery time from his illness, and would go again in the Stockers second race on the Friday. There was yet another great result for Jamie Coward in 5th, and that was after he skimmed the recticell barrier at one point, pushing hard!

Brilliant result for young James Hind in 6th, a very talented young rider, still only 23! He's been one to watch since he won 2 races at the Manx Grand Prix a couple of years ago!! There was another great Top 10 for Dom, and it was well done to Privateer Joey Thompson in 15th who ran his best ever lap at 122.761 mph!! Manxman newcomer Ryan Cringle finished a creditable 18th, continuing to impress on his debut!! There were 38 finishers in all. Another day of records and amazing racing, and most importantly all home safe. Well done to all!

Later that night I attended the 2nd Prize Presentation at the Fanzone park near the paddock. They had 4 races' worth of trophies to present! Great to see everyone receive their just rewards!



My Day 10, Thursday 8th June

The following day was a rest day and boy did everyone need it! The sun was shining again, so I hoped the racers, teams and marshals got some much needed relaxation!!



I wasn't up to doing much all morning, but with the lovely weather, I just had to take a trip down to lovely Port Erin for a proper chill out for a few hours! Just beautiful! Then on the way back I took a detour to do half a lap of the Billown course (where the Southern 100 is held, as well as the Pre-TT Classic Races). I also managed to catch sight of the good old Red Arrows at a distance as they did their display over

Douglas Bay! There's always something interesting going on at the TT!!

My Day 11, Friday 9th June – Race Day 5

On the Friday, I couldn't resist a quick trip to the paddock first thing, to see all the teams preparing for the day's racing! I then drove up the course in the reverse direction and parked up in the field just above the famous Creg-ny-Baa Hotel, one of my favourite spots! It was still sunny but with a light wind, and most importantly, still dry! I found a good spot on the grass bank on the upper side of the Creg, where you can see the riders come down from Kate's Cottage, and tip into the right-handed bend. This spot is only about 3 miles from home!

It turned out that I was sat just in front of a gentleman from Northern Ireland who had been coming to the TT since 1967!! He had seen every Dunlop win! He had seen all Joey's 26, all Robert's 5, all William's podiums and all Michael's 25 wins!! Wow! What amazing racing he must have seen over the years!

New Sidecar retiree John Holden was sat a few feet to my left on the bank, also enjoying the racing! There was a Solo warmup lap and then a short delay where they had to use a cherry picker to cut back some loose branches somewhere along the course!



The first race was at 12:30pm, the 3-lap Superstock Race 2. Another cracker! Many Congratulations to Hickman for the win and doing the Superstock double, his 2nd win of the week, and his 11th TT win. This was by some 17 seconds. Everyone was absolutely amazed when on Lap 3, Hicky set the outright Lap Record at 136.358 mph!! Wow!! On a Stocker!!

Mickey D was a great 2nd, and Dean a really good 3rd. Conor Cummins was well and truly back from illness and finished a very creditable 4th. Josh Brookes had a great 5th place and Jamie Coward yet another strong 6th place! James Hillier was 7th ahead of McPint in 8th after a good battle for the place on the last lap! Dom H was a great 9th place and finished just two tenths ahead in his tussle with Michael Rutter, who earned the last of the silver replicas in 10th place. Another good result for Shaun Anderson in 11th too. Young Manxman Newcomer Ryan Cringle finished in 19th place, a real good showing in this class field, adding to his tally of Top 20 finishes! Last of the bronze replicas went to David Datzner in 22nd.



Michael Russell had another race finish in 28th out of the 34 finishers. Good for him! Davey Todd had given it a good try in the race, after having been ill that morning, but had to pull in after 2 laps, poor guy! Well done to all the riders on more excellent racing!

I was enjoying my spot just up from the Creg so in the afternoon I didn't move round to the lower bank like I had planned. The weather remained good and got a bit warmer throughout the afternoon. The next race, the 3-lap Supertwin Race 2 was an emotional rollercoaster of a race with so many highs and lows!! Mickey D had won the first Twin race handily on Tuesday and on the first lap he started to build up a good lead again!! I waited eagerly to see him come round on his first lap but was gutted for him when he broke down only a couple miles away at the Bungalow! What a shame!!

Incredibly Mike Browne then took over the lead!! Then he had to retire at the Grandstand at the end of lap 2!! Dom Herbertson, who had led the race off at #1 had gotten all the way up to 4th (which would have been his highest ever finish!) and then with a couple of retirements, he was running in 2nd!! I was cheering him on as he went by and hoping he would be on the podium, but he sadly retired at Glen Helen on the last lap! I was so gutted for him!!

There were at least 6 other retirements, including Jamie Coward on the first lap! He was another rider who would have done well! Obviously a huge war of attrition for the Twins!! Hicky then took a completely surprise win, by 47 seconds! His 12th TT win!! Frenchman Pierre Yves Bian had his first ever TT podium in 2nd and Josh Brookes earned his first ever TT podium in 3rd!! Both of them were Hicky's teammates! Pierre Yves with PHR Performance and Josh with FHO Racing! Congrats to all three!

Italian Twin specialist and former winner Stefano Bonetti was 4th on a Paton and Rob Hodson had a great result in 5th! The popular Michal Dokoupil (Indi) was really chuffed to finish 9th and earn the last of the silver replicas, and Mike Russell had another finish in 10th, making it 7 out of 9 finishes, with one more start to go! Good finishes for some of the locals with Mikey Evans 7th, Paul Cassidy 13th, and young Gareth Arnold 15th. Nice to see Tom Weeden get a finish in 17th on a bike where he had to replace the engine earlier in the week with a stock one. Japanese rider Masayuki Yamanaka was one of the happiest people at the prize giving, finishing in 20th on one of the Ian Lougher stable of bikes and earning the last bronze replica! There were only 23 finishers! Well done to all!!

The weather had warmed up a lot as I made my way back to the car park. I had a quick trip to the paddock and then went to collect my son Mark and his partner Sarah from the airport, as they had flown over for the last race on the Saturday. I then couldn't help but take them down to the paddock just so they could have a quick look round before more teams were packing up. It was a short but interesting trip!

My Day 12, Saturday 10th June – Senior Race Day!

This was the last day of the TT, featuring the Blue Riband event, the Senior!! This was my son Mark's 3rd time at the TT and his partner Sarah's first! We decided to head for the Mountain, and left early to get a good spot. I was surprised to see it not as busy as I had expected! We parked up and got a good spot on the hill just down from the Victory Café, near the fence. It was a bit windy, but warm and we were again in T-shirts!! The track conditions were good still! This day saw a morning Solo warmup and the riders were either on their Superbikes or Superstocks.

In the middle of the day was a very small tribute in honour of the Centenary of Sidecars racing at the TT. There were only 3 outfits taking part: 14-time winners Ben & Tom Birchall on their current LCR Honda outfit, Dave Molyneaux & Dan Sayle on the 750 Bregazzi Yamaha that gave Dave his first of 17 wins and 10-time winner Rob Fisher & Sarah Stokoe with the 1996 Baker Yamaha. I have to say it was a little disappointing to only have three outfits on the parade lap, and they were all in close formation, so we barely got time to enjoy them as they flashed past!! But at least they represented 41 wins between them! Well done to all the Sidecar teams!

During the short break I went up to visit Joey Dunlop's statue, near the Victory Café. A beautiful tribute!
Its twin is located in the Dunlop Memorial Gardens in Ballymoney, Northern Ireland.



Then at 12:15 came the Senior Race! The last of the week's 10 races! It was a great race! ... The first lap was pretty incredible with Hicky posting a 135.349 lap from the standing start! Also impressive was Deano with a great 134.529 lap, Mickey D was just shy of 134 and Conor was over 132mph. Hillier, Brookes, McPint and Davo Johnson were all over 130mph, showing the amazing quality in the field.

New 130mph club member Dom Herbertson was impressing again with a 129.7 lap and in 9th after the first lap, but unfortunately retired on lap 2! The second lap saw the four frontrunners go even faster with Hicky recording a 135.507 lap, a new Senior TT lap record, bettering his final lap from 2018!! Dean and MD both topped 134mph and Conor 132 again, with Davey Todd and Craig Neve joining in with those recording 130mph+ laps! There were 2 pit stops in this race. Current outright lap record holder Hicky did not improve on his 2nd lap time in this race, but consistency was the key, and bringing the bikes home was crucial!

Mickey D was pushing all the way, going 135.259 on the last lap and Josh Brookes set his PB on the final lap with a great 132.529mph lap. Hillier was also flying on the last one going over 132.703 and new 130-club member Craig Neve went 130.863. Impressive performances throughout! Many Congratulations to Hicky who took his 13th TT win by some 20 seconds, and a huge well done to Dean who had his highest finish of the week in 2nd place!



Michael completed the amazing podium in 3rd. It was a fantastic result for Conor Cummins in 4th, considering only 8 days previously he had been unwell in hospital! Fast laps throughout and great to see him back on form!



A brilliant result for Josh Brookes in 5th place, and strong finishes for James Hillier and John McGuinness in 6th & 7th after another ding dong battle!

Great to see Davo Johnson back at the TT and finishing 8th and another good result from Davey Todd in 9th especially considering how unwell he had been the day before!

There were more fab results for Rob Hodson and Shaun Anderson, in 10th and 12th places with Shaun earning the last silver replica! Honourable mention goes to young James Hind in 14th place, a brilliant talent. And what a result for Manxman newcomer Ryan Cringle in 20th place, with laps over 124mph. Michael Russell finished in 26th place, his 8th finish out of his 10 starts, earning the last of the bronze replicas! Although he didn't complete his personal challenge of finishing all 10, it was a pretty impressive performance that has never been achieved before!! Well done to him!

Erno Kostamo, Finnish champion, who was a newcomer this year, had another race finish in 31st place, the last but by no means least of the 31 finishers! Even though it was the end of a busy fortnight, there were only 7 riders who started the race who had to retire, which I think is pretty good stamina from the riders and reliability from the bikes which all had many more laps than usual, due to the great weather! Another incredible Senior race!!



On the evening we attended the last Prize Presentation. It was fantastic that there was not one rain delay the whole fortnight! (Only 3 hours delay one day for low cloud!). Brilliant! Huge thanks to all the marshals, who all worked so hard, and did so much to enable all the riders to do what they love! An absolutely brilliant job from the orange army! Well done to all the officials who ran a smooth event.

What a phenomenal TT it was this year!! One of the best ever! Simply outstanding!!

PS. As I finish writing this I notice that it is only 136 days to this year's TT! Hooray! Can't wait! 😊

Political Petrol

by Bob Bull

With an election this year, it will be a chance to review the partys' Transport Manifestos.

My somewhat cynical view is:-

Greens - do everything possible to ban Cars or at least make them unattractive.

Reform – Promise popular personal transport decisions

Liberals - remove need for cars!

Labour – pretend to represent the working class whilst making every effort to make private motoring unattractive and so expensive many people won't be able to afford a car.

Tories – Promise to end war on motorists then do the opposite IF elected giving Local Councils more power to generate money on the back of motorists.

Evidence

Greens Web page

Degradation of community life by inappropriate transport modes, especially excessive car use, to be reduced and reversed wherever possible.

Reduce the number of journeys made by unsustainable modes of transport, particularly by car and aeroplane.

Reform

Couldn't find a transport plan!!!!

Liberal Democrats Web page

15 Minute Neighbourhoods are an internationally recognised concept where neighbourhoods are designed to enable people to access all the local services and amenities they need by foot, bike or public transport within 15 minutes. The Liberal Democrats want local people in every ward in the city to have the resources to create such a plan. It is hoped that through better planning, investment can be focussed on improving infrastructure to allow people to leave their car at home more often.

Labour Web Page

Couldn't find a transport plan!!!!

Tories

"we are investing record amounts in our roads, in our railways and future green transport solutions, to provide the conditions that will make sure business can grow on the back of clean transport." "Speaking as the Member of Parliament who has campaigned for dualling the A1 – a road improvement first promised in 1992 - and was elected on that promise, delivering on our promises is firmly on my mind."

“The A1 is just one example.

The A303 is another. One of the main gateways to the South West, it acts as a bottleneck to growth. So we are committed to getting these road solutions delivered.

Delivery is the key”

The deadline on whether to grant a development consent order (DCO) for the A1 Northumberland upgrade has been delayed a fourth time to 5 June 2024, two years and eight months after the government received the planning authority's report. The DCO for National Highways' A303 Stonehenge tunnel (Amesbury to Berwick Down) was re-approved in July 2023. The government's plans to tunnel underneath the area near Stonehenge to alleviate traffic problems on the A303 has been a contentious topic for many years.

So easy choice, no one currently has a positive view of motoring!

FACT

85% of all journeys are completed by cars or vans.

81% of all goods movement is by road

You would think they might be interested in attracting the drivers' vote

Alliance of British Drivers. <https://abd.org.uk>

CLUB NIGHT MONDAY 11TH MARCH @ BAWA CLUB @ 1930hrs



FIRST BREAKFAST MEET OF 2024 IS 31ST MARCH.



SUNDAY 28th APRIL PRODUCTION CAR TRIAL @ DUNDRY



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 NEW DATE SATURDAY 24th AUGUST



PEGASUS SPRINT SATURDAY 19th OCTOBER CASTLE COMBE CIRCUIT

Endpiece *by Martin Emsley*

When returning to my car in a local carpark I happened across this oddity, not something I have seen before and wondered just what it was?



The Subaru Sambar VW Conversion

First introduced at the Tokyo Motor Show in 1960, the Subaru Sambar is unlike anything you've ever seen with a 660cc engine and costing about 10K in the UK. It might look like any other van – but it presents something utterly unique. When Subaru started making the Kei vehicle class in the 90s, its punters soon figured a lil' something out. By swapping out the front plate, a couple of headlights and the badge – you can convert it from your bog-

standard van into a miniature Westfalia bus. Whilst hilarious to see in person, the Subaru Sambar VW conversion works so well because originally it was also rear-engine rear-wheel drive. It's also a MUCH cheaper way of owning that iconic VeeDub styling.

BACKFIRE

New anorak anyone???????

LES LESTON RALLYMASTER MK2

DRIVING

JACKET

The Les Leston RALLYMASTER has been specially designed to meet the needs of the Sporting Motorist as well as the Professional Rally Driver. No buttons or zips but the new and sensational 'Touch & Close Fastening'

Special features include:

Top quality nylon material
Foldaway collar hood
Passport size breast pocket
Stopwatch lanyard and clip
Sleeve pencil pocket
Total weight only 1lb. 6oz.

*State chest size

Colour Dark Blue

PRICE £9.7.6

(XX large 46 chest £9.15.6)

P. & P. 2/3

***WATERPROOF**

***WINDPROOF**

***WASHABLE**

**COMPLETELY
WARM IN
ARCTIC
CONDITIONS**



LES LESTON LTD 314 High Holborn London WC1 CHAncery 8655-6

2024 Events Calendar

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

**DEADLINE FOR NEXT BACKFIRE
MARCH 5th**

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