

Backfire

Bristol Pegasus Motor Club Magazine

MAY 2023



Martin Baker and his Rover



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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President – Bob Hart bob.hart@bristolpegasus.com

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

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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/facebook-group)



Instagram – www.instagram.com/bristol_pegasus_motor_club



Nick's Natter

Spring is finally here which means summer is on its way! I was really pleased to see so many people turn up with their cars for the first Breakfast Meet of the year, even though the weather was against us. We even had a visitor from Southampton. The police cars were amazing. Everything was left exactly as it was when they were in service. Dino & I went in his Mustang to the Kroozers Meet on 2nd April which was also well attended. Sadly though Santa Pod's Festival of Power has been rescheduled because of the water-logged fields.

We are planning a return trip to Mercedes World & Brooklands on August 5th. Please contact me as soon as if you wish to come so we can book tickets and transport.



SIM Night Report

by Sam Thompson

I hope that everyone who attended the March Club night enjoyed the SIM racing, we have certainly had some good feedback.

There was plenty of thrills and spills, there would have been lots of body damage to repair in real life. For some it was learned via a crash or two that unlike an arcade game, making full use of the brake pedal in SIM racing is vital, you have to work hard as in real life to slow the car down before cornering.

We started off on the hills with a Lotus Elise, the hills being Shelsey Walsh, Prescott and Loton Park. Not surprisingly, many attending the evening had either competed at the real venues or spectated. There was a lot of comments about how realistic the hills were depicted. Some could even recognise the start line marshal on the Shelsey Walsh game, he marshalled at the Pegasus Sprint last year.

Loton was the hill no one had any real live experience of, though a few of us have spectated National Hill climb rounds there. The hill proved to be a real challenge, definitely a hill that in real life you would want to walk before competing. The game sparked several conversations about visiting the venue. It is a hill I would like to compete at, may be this year if I finish the Legends Car build. After marshalling at Shelsey Welsh last year, I suspect Nick, Cherry and my dad will be encouraged by the Midland Marshals to marshal there at some point.

Later on in the evening, we went circuit racing at Brands Hatch and Silverstone in a classic Lotus Type 49 race car. It's not the Silverstone I know, it's how the circuit looked in 1967.

Thanks to my brother Tom for lending us his PC to run the game on, though he will only know about that when he reads this article.

We will be running another Sim race night in the future and perhaps by then Wiscombe will have been released. I think Gate and Martini would quickly remind all to press the middle pedal harder and for longer.



It's an uphill struggle.... All a bit horsey

by Jones the Speed aka Phil Jones

Mid-March was the date for a nice scenic tour through the Cotswolds organised by the GRRC. The C.O. and I went in the Marcos Mantis and Lloyd and Owen in the Exige, starting at The Classic Motor Hub in Bibury. The forecast was a bit dire, but, in the end, the rain held off until about 2:30pm, by which time we were lost, confused and thirsty, so it was a dash for the pub at the finishing point. Never has a local cider tasted so good.



I was a bit tense during the build-up, as I am aware that the C.O. doesn't really like the Mantis. All the Lotus' have been fine with her, but the brawny Mantis is too much. Could I sway her opinion on this trip? Perhaps a stop off for a nice hot cup of 'builders' and a slice of – light and moist - Vicky Spong would encourage some positivity?

A quick whizz round the Classic Motor Hub showrooms had me ogling a lovely Ferrari 512 Boxer (£275K but, apparently, I've got to write to Father Christmas first...) and an equally nice DB4. It really is a treasure trove there.



The pics, hopefully, show the nice variety of cars that turned up – everything from a supercharged Defender 90 to a Ferrari 599GTB and, separately, a large group of Mustangs on a different jolly for the day. I do love a mix up. Bacon rolls and coffee got us ready and, as it was a relaxed, informal kind of thing, cars just drifted out as and when they were ready.





Map in hand, we set off, with the boys behind in the Exige, followed by a Superformance Daytona Cobra and an Audi S5, more distantly a 997S and I think I might have spotted the Huracan Performante in the distance. Ideal for those narrow, muddy Cotswold roads.

Not 200 yards down the single track road, heading for Bibury, we came across a line of four-be-fours and horse boxes heading our way. Lots of comedy reversing and getting stuck on wet grass verges ensued and the Hydratrak diff banged and thumped its way out of trouble. My, how we laughed...

But, as soon as we left Bibury, all was fine and it was a super run up through Burford and Stow and on to Winchcombe, where we stopped for a cuppa. The two drivers in the cars following us didn't know us, or each other for that matter, but we all parked up in Winchcombe and enjoyed a tea and a natter. The Cobra turned out to be quite a historied car and was sporting a Ford 351, stroked to 6.6 litres and Roush tuned to over 500 bhp. It spat flames at us as we went along and laid 11's ees at a few junctions. Brilliant.

At a certain moment, near Stanton, we came across yet another horsey event – this time it looked like a hunt and it was most amusing watching Mark, the Cobra driver, try to pass the lively horses, quietly, with his own 500 lively horses. Worth the trip for that moment alone.

After that, the convoy sort of disintegrated in the Stroud traffic and the boys set off in the Exige, followed by the Cobra and we re-joined the route a bit further on. I must say it's quite special to see these vehicles in the wild and we did spot a few of the tasty motors on the move including the 599GTB and a 997GT3. All in all, plenty of fun and the cars looked dirty enough to prove it.



We capped the day with a drop in at The Crown, in Tolldown, for a well-earned meal and then headed back to Wales in pouring rain. As Tom once said, it's not unusual...

So...did the C.O warm to the Mantis after a long day in it? Well, no. She did admit that it was very comfortable and more luxurious than the Exige, but the bonnet bulge was not in favour – I suppose when you are 5'1 it's even worse - and road noise from the giant Bridgestones was a bit much until we hit smooth tarmac. And there's not much of that about these days.

Her verdict was...'I'd rather the Elan or the Esprit thanks'. So, there we are, straight from the horse's mouth. Oh blimey, too much about horses in this edition.



BPMC Membership

The online system allows you to join and or update your information to ensure you get timely information from the club including your renewal reminders. All information is secure.

<https://bristolpegasus.com/manage-your-membership/>

Membership is for a year from renewal or joining date.

A warm welcome to all our new members of 2023:

Lucius Hawken, Neil Bedford, Armando Nardecchia, Andrew Webb, Vanessa & James Rushworth, Paul Weller, Hayley Stone-Weller, Dave & Darren Hensley, David Wheeler, Tim & Sam Read, Keith & Carolyn Bond, Dale & Trevor Park, Thomas Jones, Ken & James Robertson, Richard & Liz Ibrahim, Chris, Mark & Lee Hartnell, Claire Meaddows, Ron Morgan, Shirley Ballinger-Morgan, Mark & Amanda Fennell, Chris Dabinett, Keith Riches, Nick Jones and Luke Edwards.

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

To EV or not to EV that is the question whether 'tis better to have voltage than to burn hydrocarbons

Well readers, it's like this; I have no great enthusiasm for electric vehicles and the drive behind them as a future I don't believe that is achievable or sustainable.

We cannot manage to produce the electricity required, or the infrastructure to support the number of vehicles, plus you've got to remember that although they are advertised as non-polluting or non-whatever it is taking an awful lot of energy and resource to first of all create the vehicle, and what about longevity and recycling. Then there is the 'life' of these vehicles, the future, the second-hand value and what happens when the battery needs replacing as well as all the complicated computerised controls. Hell, 'normal' car delivery has been hampered by a lack of 'chips' (No, not McCain Oven chips). Are we being led into another diesel debacle?

I do get upset about a movement where typically classic cars and some fairly nice vehicles are being converted to run on electric because they can, is vandalism (Yes, I am a dinosaur and will become extinct) and if anything, a short-term fix. The Truth is out there, it just is not obvious yet and I know different things need to be tried and tested. Maybe when we express concern about the future the small people are targeted and forced to change whilst the likes of Musk and Branson (He should have stuck to making pickle, is jolly nice with cheese) are able to use vast amounts of the earth's resources to build space vehicles for their pleasure, then bung them into orbit, money talks as ever.

Now I don't want an electric car, or so it appeared anyway recently I went to Egypt and whilst there I came across the EVs that you're going to see in the pictures accompanying this, I was really taken with them, caused me a huge amount of amusement as they 'silently' whooshed along the front. To be honest most were fairly crude, especially in the suspension dept. Seems like the older EVs were based upon golf buggies, by looks of it, just a replacement fibreglass moulding, there were several six-seater limo type things as well as a couple of 'hot rods' yet the 'off road' ones, which looked newer are marvellous. Now my absolute favourite was the white with purple flamed hot rod, with large 'alloy' wheels it could have come straight off the set of Grease, and I'm thinking 'wow' that really is something else, a very crazy little vehicle, I thought of my mate Chris Hartnell when I saw it.

Would make a real fun runabout in Bristol, no weather protection but neither have the electric bikes or scooters (Don't get me started on them). I really did like the bigger alloy wheels, looked more 'proper job' and it seemed to be the quickest of the fleet.

I thought these EVs are actually a great idea and far better than your Tesla and stuff like that in my view, yes I know all the same arguments and especially range, but great locally. Anyway, it got me thinking that I know people have said it before about the good old milk floats from when we was younger what was wrong with them not a lot in my view? I have also seen something about electric motor cyclists rolling into a fuel station simply unclipping the current battery and replacing it with another taken directly from the charger, very clever idea. So, there we are I have glimpsed the future I've glimpsed the electric cars electric town cars and I like what I saw.



Political Corner - Motoring Politics

by Bob Bull

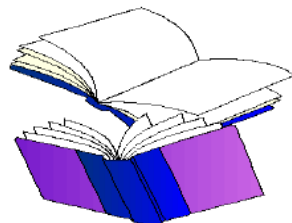
As car enthusiasts we all enjoy the feel of power and agility of a great handling car (apart from Nick who is into USA heavy metal) but the politicians would rather we had more expensive heavy electric cars which have limited range and cost as much to run at current electricity prices. They are insisting we change and yet no one voted for a life style change. For those of us who compete or track our cars only the most expensive EVs can tow and even then, will not get far without recharging. There are many case studies showing problems with further reduced range in winter and cars being worthless when batteries become very inefficient. All this for the saving of a very small amount of CO2 which has an incalculable effect on global temperatures. This is classic example of a green mantra totally overriding common sense which will cost this country considerably both financial and commercially against countries who are taking a more pragmatic route. More on the cost next month.

A couple of quotes from EVO magazine:

"The simple facts are these: EVs are getting more and more expensive, the public charging network is laughable and 40% of UK households do not have off-street parking. What all this means is that there is certain to be a huge number of ICE cars around for decades to come. Indeed, the average age of vehicles in the UK car park is already increasing."

"The governments blinkered approach to reducing the cars impact on the environment has got to be thrown aside so that other technologies – such as hydrogen and, most importantly, sustainable fuel – are properly considered".

Help raise funds for Wiltshire Air Ambulance



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Castle Combe Track-days

by Pete Stowe



This year the Club celebrates a 40-year association with Castle Combe Circuit, one of the longest lasting the track has had with any club, which began with our first ever track day in August 1983. Eight years later the Club's Pegasus Sprint became our second event there, inaugurating the modern era of sprints at the track, and both events have continued without a break ever since – not even Covid forced us to miss a year either.

1983 was just seven years after Howard Strawford had taken over the Castle Combe circuit, subsequently securing its future. With many additional days of track activity now permitted, he offered us the opportunity to take up one of the Saturday "Tuition and Drive" days organised by the Circuit's Racing School. In those times circuit or airfield track days were a rarity and, as we'd been running sprints since 1976, it seemed like a particularly good opportunity to attract new members and allow them to get track time and some expert tuition before starting out in competitive events.

Our first track day was on 6th August 1983, and 37 entrants were rounded up, varying from complete novices to experienced competitors, enough to just about break even financially. There was a wide variety of cars too, from Mini to Renault 5 Gordini, and Dutton to Ferrari 308; a good selection of Mk.1 and 2 Ford Escorts, with 1300, 1600 Sport, RS1600 and RS2000 examples, and several Lotuses (an Elan +2, a Mk.XI Club, and a trio of Seven variants). Gerry Bath was in his unique Minim GT, and Jonathan Williamson his Porsche 911.

At that time, so long as the car met the noise limit then in force, it wasn't just restricted to road cars, so Bob and Lesley Hart appeared with the Formula Junior Elva-DKW, and Rob Taylor – now a design chief at Haas F1 – was out in Dave Smith's Formula 750 Centaur. Other familiar names appearing that day included Dave Cutcliffe (Lotus 7), Tim Murray (Ginetta G15) and new member Pete Goodman (VW Golf GTi).



Above: John Mearns (Triumph Dolomite Sprint), Leon Goodfriend (Lancia Beta) & D Morgan (Van Diemen Formula First) in 1987.

The day itself proved excellent, and extremely popular with those taking part – at least eight of whom are still Club members - and it was quickly decided it was worth repeating. For the next few years, the Club continued as the sole promoter, however following a dip in entries in '86 the committee had to consider collaboration with another club. Howard put us in touch with the Mini-Cooper Register who were eager to get involved, and the 1987 event included 20 assorted Minis. They had a great time and were keen to return the next year – and we've been welcoming them back ever since.



Paddock assembly area in 1992 (left) and 1994 (right)

In recent years the opportunity has been taken to have track parades during the lunch interval, with Bristol Hotrods being frequent and popular visitors. The 2005 event was combined with the Club's 60th anniversary celebrations, and last year's with our delayed 75th anniversary event, for which we were also joined for parade runs by large contingents from the 500 Owner's Association with their 1950s Formula 3 machines, and the Abarth Owner's Club.



Tim Murray (above) enjoys the fresh air in Terry Clarke's Cummins-Railton on the parade laps in 2018



Hotrod Parade in 2010.



Above: Sometimes it rains at Castle Combe. Mike McBraid (Mitsubishi Evo 6) follows a Mini in 2016.

This year's Castle Combe Track Day will be on Saturday 19th August, and we intend repeating last year's format, with additional displays and parades of classic and competition cars. The 500 Owners and the Abarth club will be returning, plus some other special guests, and it is also hoped to again have an evening function, with bar, food and live music.



BPMC Pin Badges



Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish.

BPMC Polo or Sweatshirts

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



Sweatshirts & polo shirts are available in the following colours and sizes:
White, grey, light blue, royal blue and black - S, M, L and XL.





















Bristol Pegasus Fantasy Formula One 2023

Positions after Australian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	389
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	296
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	291
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	290
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	252
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	250
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	249
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	247
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	239
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	217
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	211
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	206
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	195
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	187
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	186
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	183
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	183
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	179
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	175
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	168
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	166
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	166
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	158
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	157
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	153
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	150
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	149
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	148
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	148
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	144
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	132
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	127
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	127

Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	125
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	121
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	107
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	104
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	100
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	91
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	89
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	85
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	74
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	48

2023 F1 Calendar

	Grand Prix	Circuit	Race Date
4	Azerbaijan	 Baku City Circuit, Baku	30 April
5	Miami	 Miami International Autodrome	7 May
6	Emilia Romagna	 Imola Circuit, Imola	21 May
7	Monaco	 Circuit de Monaco, Monaco	28 May
8	Spanish	 Circuit de Barcelona-Catalunya	4 June
9	Canadian	 Circuit Gilles Villeneuve, Montréal	18 June
10	Austrian	 Red Bull Ring, Spielberg	2 July
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

50 Shades of Red

by Ralph Colmar



After the disappointment of traversing the country of Lowestoft Ness to Land's End in a slower than anticipated time I headed over to a hotel on the edge of Helston for a hot meal and a good night's rest.

I had let it be known amongst a local group of MX-5 owners that I would be at Ann's Pasties & Bar at Lizard at 9am the following morning but unsurprisingly, given that it was December 29th, there was no response.

As usual I woke up early and had time to have breakfast at the hotel which was a good move because sadly Ann's Pasties was having a seasonal break. On my way over I grabbed a snap of Madge with a Sea Hawk outside the appropriately named HMS Seahawk.



My plan for the day was a sedate drive over to Torbay along the coast utilising four car ferries along the way.

I started with a scenic route in the general direction of Falmouth via Kuggar, Gweek and Constantine. Even in the depths of winter there was a romantic feel to the route often overhung by trees devoid of leaves that littered the road with their dead branches dislodged by heavy winds the day before.



Having circumvented Falmouth I made for the King Harry Ferry along the narrow B2389 stopping before I got there to let a plumber's van past with its flashing orange lights. When I got to the Ferry I pulled up behind said van as the ferry came gliding across the becalmed River Fal to pick us up.

Once I had alighted the ferry I headed towards Bodinnick, I did not follow the coastal route too exactly and before I reached Tregony. I had to stop to put the roof up as the intermittent rain suddenly turned into a rather intense hailstorm. I left the roof up until I got to St Austell where I stopped for refreshment and fuel.

With the roof down again I left in an intermittent spell of sunshine for 15 minute drive to Fowey.

Somehow even with Waze I got a bit lost on the narrow streets before finding the ferry crossing. Like the Fal the River Fowey was calm as we made the 2nd crossing of the day under bright skies.

Once alighted I took a circuitous route to Tor Point. I had hoped to pass through Barcelona after Crumplehorn but if I did I missed it, or the sign was buried in the undergrowth. Looe was as pretty as ever but I managed to resist the temptation of stopping for a delicious apple pastry at Martin's Dairy and Tea Room thanks to a shortage of easy parking spots.



The narrow lanes from Looe in the afternoon were much more familiar to me than the mornings route as I passed No Mans Land, Downderry and Portwinkle. As I got to Tor Point the heavens opened just as a petrol station with covered pumps came into view, I took advantage of the cover to re-erect Madge's hood and make for the Tor Point Ferry. Stuck in the middle of the Tor Point ferry going back and forth was another red MX-5, a Mk3 or NC, the owner finding it impossible to start her car as it seemed unable

to recognise some electronic device hidden in her key. I was unable to help her and it mattered little as her partner was on his way with a spare key. I have no idea how many crossings she made during the incident. I found out later it was probably a flat key battery.

Before getting off the Ferry I dropped the roof again for the last time of the day and headed along mostly empty lanes towards Dartington for the final crossing of the day. I took the shorter of the two crossings across the Dart as it looked like it might rain; it did but it stayed light for a few minutes.



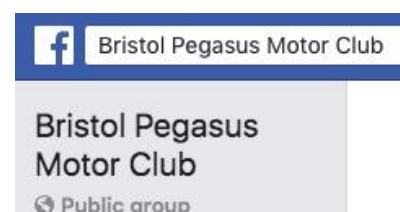
From there the roads started getting hectic again as I passed through Brixham and Paignton before reaching my destination of Torbay where I enjoyed a mild curry to celebrate having raised £250 for the RNLI.



Club Facebook Group

- You can organise informal meetings with fellow members
- You can view/send event invites
- You can view/post Items for sale

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



Club Night

Come and join us for a drink and a chat at
BAWA Leisure Centre
589 Southmead Road, Filton, Bristol BS34 7RG



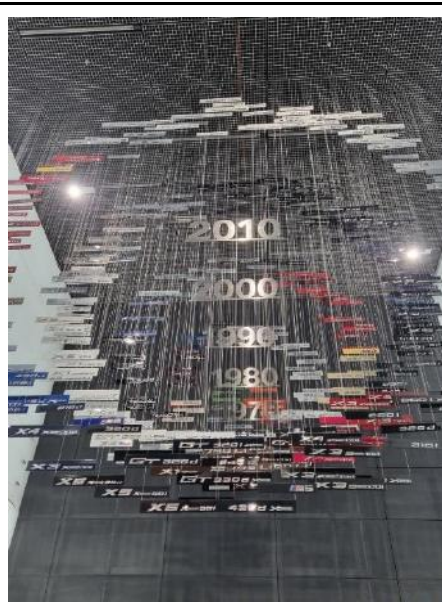
We normally meet in Room 7 or Room 4. Most meetings start at 7.30pm but check Backfire for details each month. There is a public bar so members arriving early may enjoy a drink and a chat before the formal club night proceedings start.

MUNICH MEMORIES - Part Two

by Nick Wood

And the second of the motorsport extravaganza was BMW World. Look out for Elvis's car below.







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

All types of transportation welcome

Refreshments Available



CLUB NIGHT MONDAY 15th MAY

Bring your Car Night

Something we haven't done for a while. Dust off your precious wheels and drive to the BAWA. Old, new, classic, vintage or just 2 wheels come and spend the evening showing off your pride and joy. The car-park is very spacious and hopefully the weather will be on our side.



Redline Sportscars Open Doors

Saturday 20th May @ 10am

Redline Sportscars welcomes BPMC members to an open morning with bacon rolls, tea and a chance to visit the showroom and workshops.

Marsh Farm, Marsh Rd, Hilperton Marsh BA14 7PJ
nr Trowbridge

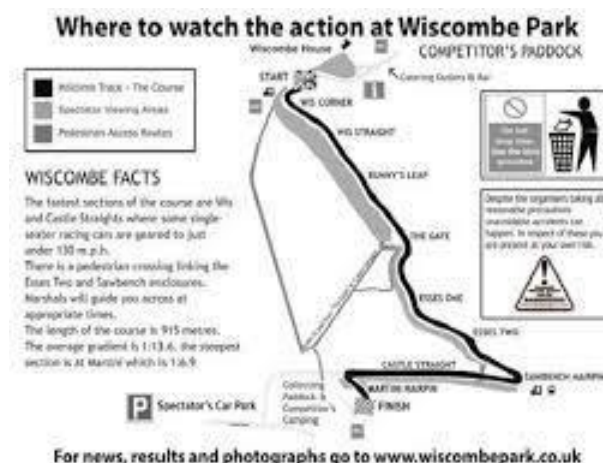
500 Owners Association Wiscombe Park Hillclimb 20th May 2023. BPMC members invited.

The 500 OA is very proud of their long association with Wiscombe Park and have been running their annual hill climb at the picturesque Devon venue for over 30 years.



We welcome not only members of the 500 OA, but also members from a wide range of invited clubs. These clubs are in addition to the NHCA and their motorcycles.

Club members intending to compete at Wiscombe Park this year will have a new track surface to look forward to - "1000 yards of the very best, race track grade tarmac" - with resurfacing due to be completed before the 13th/14th May meeting.



<https://woolbridge.co.uk/event-entry-forms/500oa-wiscombe-2023/>

ACE CLASSIC CHARITY TOUR SUNDAY 4TH JUNE



The start is at Washingpool Farm, Easter Compton. We will have our own parking area and there is a cafe serving breakfast and toilets.

This year we are supporting the Willow Trust

The aim of the Willow Trust is to provide a unique opportunity for people of all ages with a disability or serious illness to enjoy a therapeutic day out on the water. Each year up to 7,000 children and adults with disabilities and serious illnesses spend a day on board our two fully wheelchair accessible broad-beamed boats on the Gloucester-Sharpsness Canal.



The lunch stop will be where the Willow Trust boats are moored near Frampton on Severn, with a small cafe and toilets. Additionally someone from the Trust will be there to show people around the boats and talk about their work

The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charity and have an enjoyable day's motoring.



Online entry and more details at <https://bristolpegasus.com/events/ace-classic-tour-2023/>

LLANDOW SPRINT SATURDAY 24th JUNE

The 2023 June Llandow Sprint will again be co-promoted by Bristol Pegasus Motor Club and Bristol Motor Club.

The event is a round of the Trident Engineering Welsh Sprint & Hillclimb Championship, TyreMarks ASWMC Sprint Championship, Bristol MX5 Challenge, Bristol Two Litre Cup, MGCC Speed Championship, Midland Speed Championship, Triple M/Pirelli HSA Speed Championship, BARC Connaught Speed Championship, Classic Marques Speed Challenge and Paul Matty Lotus Hillclimb Championship.

Overnight camping is not allowed at the venue, however overnight facilities are available at the Llandow caravan and camping site (next to the circuit). Please make your own arrangements with them. Contact Llandow Caravan Park, Llandow, Cowbridge Tel: 01446 794527

Entries now open: <https://bristolpegasus.com/events/2023-llandow-sprint/>



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



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.

More details to follow.

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



END-PIECE

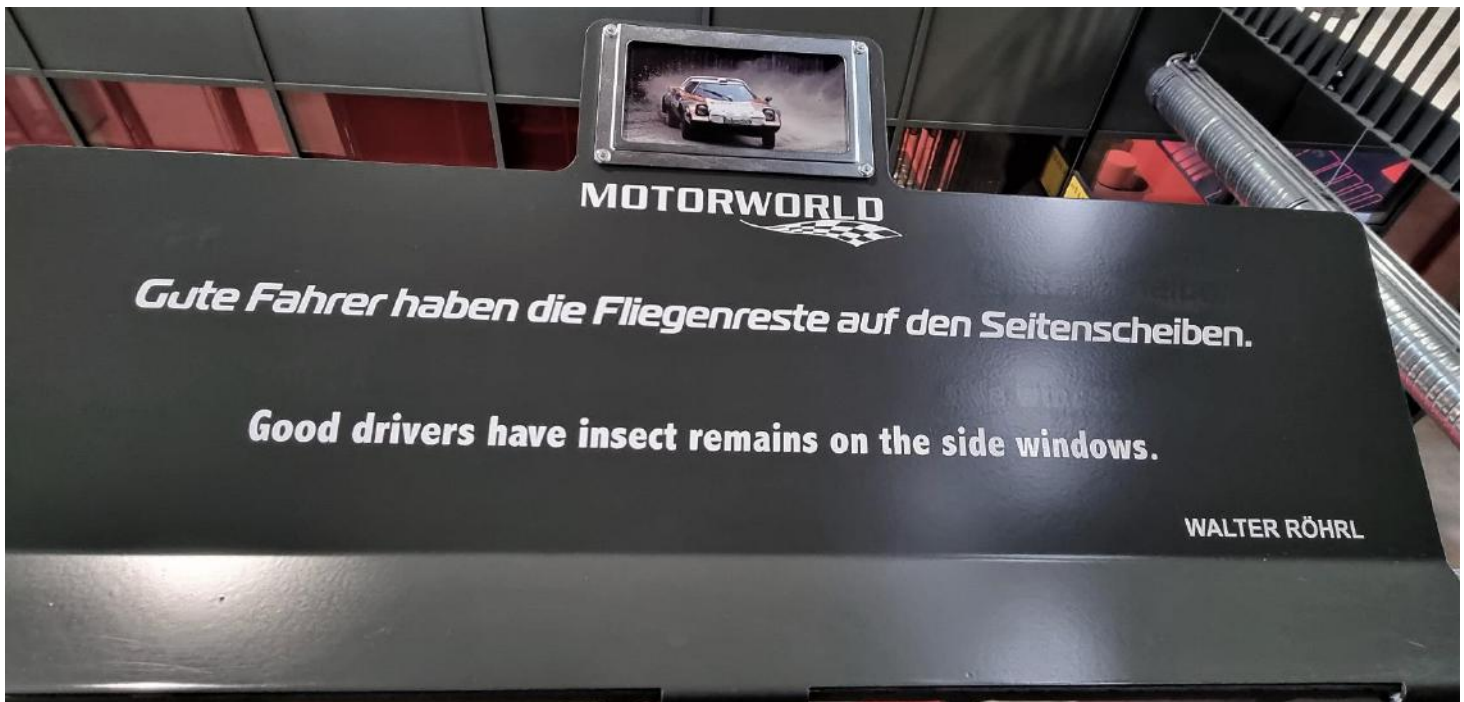
by Martin Emsley

Now I have to be 'woke' whatever that means and politically correct (impossible for me) am no longer allowed to say anything it seems, what a crazy world. Anyways was out and about and saw this mean machine for sale, pretty damn neat and looks like a 'real' Grand Prix car, looks like a lawnmower engine installed to rear. Point being, I am too large to get in it, wondered if it might be of interest to a not so 'large' club member.



BACKFIRE

In the words of Walter Rohrl:



Picture taken in Motorworld Munich

2023 Events Calendar

Sunday 30th April	Breakfast Meet	FOD Steam Railway
Monday 15th May	Club Night – Bring Your Car Night	BAWA
Saturday 20th May	Redline Sports Cars Breakfast Meet	Westbury Wilts
Saturday 20th May	500 Owners Hillclimb	Wiscombe
Sunday 28th May	Breakfast Meet	FOD Steam Railway
Sunday 4th June	The ACE Classic	Washingpool Farm
Monday 12th June	Club Night	BAWA
Saturday 24th June	Llandow Sprint	Llandow Circuit
Sunday 25th June	Breakfast Meet	FOD Steam Railway
Monday 10th July	Club Night	BAWA
Saturday 15 th July	Car Show	Frenchay
Sunday 30th July	Breakfast Meet	FOD Steam Railway
Saturday 5 th August	Club Outing	Brooklands & Mercedes
Monday 14th August	Club Night	BAWA
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 MAY 5th

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