

Backfire

Pegasus Motor Club Magazine
May 2024



Photo taken by Jaikie Annetts at the Breakfast Meet

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

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Instagram – www.instagram.com/bristol_pegasus_motor_club



Nick's Natter

Since the last Backfire I've had a busy month. The first event was Castle Combe's press day on March 16th. A group of us Pegasus members attended with the club gazebo and had an amazing day. Chris H was there with his slingshot which as usual was a crowd pleaser. Spence came with his mini and Pete Goodman with his competition car. Colin Fox showed off his Dodge Charger and Nathan Harris displayed his amazing ratrod. And Redline Sportscars kindly supplied a Marcos for our stand. Plus we even managed to persuade a few guys to join Pegeasus which rounded off a very successful day. Thanks to all that came.





Don't forget Chris's talk on the 13th May.

And next on the list was the first Breakfast Meet of the year for which we had another good show of cars; 32 to be exact!



The following day I went yet again to Castle Combe for the first race of the season which was the 500th car race meeting held there and featured the 500 owners club. I bumped into a few familiar faces as always and the racing was good too.

I was due to marshal at Prescott the following weekend but sadly the event was cancelled due to flooding which has unfortunately meant we have had to cancel our PCT at the end of April. I will be going to the open day at Redline Sportscars on the 20th April maybe I'll see some of you there?

It's an uphill struggle – Good gracious, this one's longer than most...

by Jones the Speed aka Phil Jones

I recently totalled up sixty-eight cars owned and a further 55 'just driven' but not owned. It's an eye-watering total but, probably, no sillier than others in the BPMC membership ranks, where the heart has ruled the head...and indeed the wallet. As the bottle of red drained away, I wondered whether there was a 'Top Trumps' ranking in here? I will attempt a few 'best and worst,' or least, significant stand outs amongst the 'owned' list. The 'just driven' will come in a future Backfire.

Fastest – the AMG C63 Black Series. It had both torque and top end from its howling, 510bhp, 6.2 litre V8. A fairly quick changing seven speed, wet clutch auto helped, as did a proper slip diff. Above 60mph though, the supercharged 5.4 litre, AMG SL 55 was pretty much as quick and just relentless, being so slippery with no wings or spoilers.

Grippiest – Its close between the (two) Marcos Mantis and the Lotus Exige V6. Both able to fling your kidney against your hip.

Most comfortable – I think it has to be the Jaguar XJS, with its superb ride and refinement. It left us with a great memory, navigating the pock marked Cotswold lanes. It was sublime for a seventies design and, in my opinion, still nice today.

Quietest – The double-glazed, Merc CL420 Coupe was leagues better for noise levels than anything else I have owned and the only car in which we could listen to music properly at 100mph, without turning the volume up. Abroad.

Least reliable – Surprisingly, the Porsche 928 was poor, to the extent that I recall Owen and I going to a Porsche Club GB event in a Lotus Elan because the Porsche was off the road waiting for parts. That caused a titter, but we were a bit less smug by the time we made it back home with the exhaust scraping along the floor. I think both the Jaguar XJS and the '75 Range Rover trumped it though. Never a breakdown in either, but a constant stream of 'things to fix.' And I grew up with, supposedly, unreliable Fiats. Which were very reliable.

Best looking – Very subjective I know, but honourable mentions must go to the achingly pretty Fiat 850 Sport Coupe, sat low on its 7" Campagnolo's. Elans are pretty, all the Marcos' have been, especially the current 1800GT but, I will go with the Lotus Esprit as my favourite. Not everyone's cup of tea I'm sure, but certainly mine.



Most expensive to run – I try not to count, but it was possibly the Mercedes CL. They are inherently expensive to run, were a fortune new, extremely complicated and, of course, electronics, pneumatics and hydraulics of the 90's are not known for their ease of maintenance. My experience says that up to the end of the 1970s is OK but, once into the 80s and 90s, anything with climate control, alarms, wheel sensors, ECUs or key fobs is going to be expensive and / or difficult to source parts for. I favour the 'metal key' era.

The worst breakdown – Surprisingly, in 40+ years of driving, I have not actually broken down many times on the road. The Porsche 928 came home on an AA truck (brake servo stuck on); the Merc CL needed some AA Patrolman inspiration (and tools) when a coil pack went U/S, but got us home under its own steam, on seven cylinders. The Gordon Keeble suffered bedding in dramas of an intermittently stuck brake servo (it had front and rear brake split, not diagonal) and a clutch fluid fail in its early days, so there were some tense runs home. But once sorted, it ran like a bird and that Chevy 327, built by Huddart Racing, was a peach.

I think a dishonourable mention might go to the 1964 Fiat-Abarth 850TC, which was suffering a shorting earth, as the gearbox moved with torque load. It had produced white smoke and intermittent 'go' during the 2004 Silver Flag Hillclimb in Italy, but finally conked out on the hard shoulder of the Autostrada at about 5pm on the Sunday, in searing heat. Tony Berni rescued us, like the good Welshman that he is. It came home, as it went out, in TCM's truck.

The biggest hit (literally) – Head on in my lovely Honda Civic VTi, hit by a drunken BMW M3 (E36) driver, who displayed extremely limited drifting ability on a sea of horse's chocolate cake. I still remember the feeling of windscreen glass in my hair (I had some back then) and ears.

The best driver – There are many on this list, but I am going to pick the Lotus Europa TC. Lightest, most darty thing I have experienced with amazing steering. Not easy to get into or out of and painfully sensitive to geometry set up, but, as a driver's car, it's the most impressive I have experienced. I must get another, but a Big Valve, five speed Special next time. Or maybe an early S2 Renault with the high rear sides. Oh dear, here we go...



The one I should have kept – Well I could make a case for most of them, even the troublesome, but superb Porsche 928, but the obvious one is the Lamborghini Espada, as it was a terrific thing to drive and just be in. And very reliable too, once Middle Barton Garage had been through it. But that bodyshell, restored as it was, had me on the run and I could see orange water stains being the thing of nightmares in the future. Should I have just bashed on regardless?

The one(s) I shouldn't have bought – That's the Fiat 124 Sport Coupe, closely followed by the VW Porsche 914. Both basket cases and bought with starry eyes of hope. The 914 could have been useful for sieving the rice for my curry but, otherwise, it was beyond. I have reflected many times on the 124 BC and wondered how I could have spotted the problem. With a magnet all over it, there was solid metal, but once the paint was off, it was a mass of small patches welded together. All metal, but no structural integrity. What a shame, as I really liked them both.



The one that got away – It was a 1970 Monteverdi 375L. It was rough and the engine wasn't original (or of the right period), but it was one of six UK right hand drive and complete. Lloyd and I went to a warehouse in Southampton in 2016 to look it over but, in the end, I decided not to bid on it and it went for £55K. It would have been an expensive project, but it's still on the dream list and I have kicked myself ever since. Mind you, it went again at auction, in 2023, for £137K, so it's likely the first buyer either bought it as a flipper or realised it was heavy going and got lucky. I wonder.



The one I would recommend to a petrol head – Old classics mostly get my vote, so long as the person has the right mindset for them...forgiving, handy with a few spanners, got a dry garage, doesn't need to use it all the time. In which case, it would be a Lotus Elan / Europa or an early Marcos 1600 / 1800, which provide endless, mildly exotic, driving pleasure, but are easy and cheap to look after. Perhaps a TVR Vixen would be another.

But, for the less handy, I think my punt has to be the Lotus Exige S2 (Toyota 4 pot) or S3 (Toyota V6), which give you most of the old school rawness of a classic, with light weight and a manual steering rack, yet they are competent, usually air conditioned, ridiculously quick, comfortable over about a 2-hour stint and, being Toyota powered, very reliable. Financially, whilst expensive to buy, they are not expensive to keep and hold their value very well indeed. They are a great compromise and who would ever have thought of using the word 'compromise' when discussing a Lotus Exige?

And with that, I'll sign off and get another bottle of red to start the 'Just driven' list...

Emsley's Ramblings

by Martin Emsley



Some MX5 things to report, well sort of, in an indirect way.

Starting with a road trip in the Golf, which took us first to Mathewsons (Bangers & Cash) for the February pre-auction viewings. There were a few vehicles of interest including a glorious old Rolls-Royce, Morris 8, Ford Granada, Triumph Stag and various MX5s one of which was fitted with the Tribute 250GTO body kit.

It was most enjoyable wandering around and viewing all the vehicles, everyone very friendly, filming for the TV series was happening and Derrick got to meet me, despite being rather busy.



Unfortunately, at their shop site, a bit away, the museum was closed, I believe due to building maintenance.



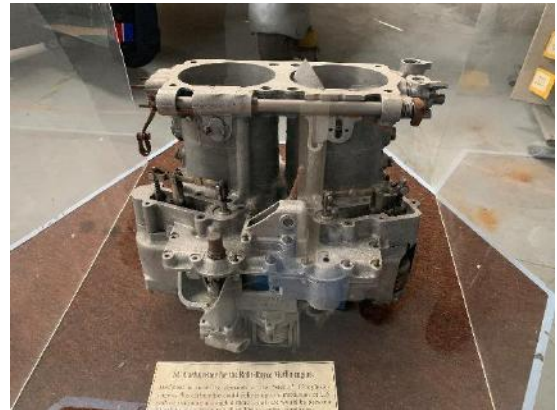
I have seen the Tribute body kit fitted to several MX5s before, had not been impressed with the mouldings and concluded that it would take an awful lot of work to get this one even half decent, on this particular car little had been done apart from bonding the parts onto the donor, which I was not convinced was a very good starting point anyway. The other MX5s ranged between very nice and bit of a shed, nothing there for me.



Next day onto Newark Air Museum via a coffee stop and meeting a pair of adorable Border Terriers which I dearly wanted to kidnap.

We were blessed with a super spring like day, just as well because of the number of aircraft outside. Was most interesting and I would dearly have loved one of the Griffon engines still attached to the Shackleton, interestingly this later version also had Armstrong Siddeley Viper gas turbine fitted in the outer nacelles for assistance, during take-off due to the increased weight of the equipped aircraft. There was plenty to see and not many people about. *(I agree, we had a lovely day there too. It's well worth a visit - editor's note)*





Final day saw at us an industrial estate in Westbury, Wilts chatting about and viewing a complete turbo kit for an MX5 designed to be installed by anyone handy with spanners, came away most impressed, watch this space. Is also handy that the neighbouring building houses a rolling road and they carry out many MX5 forced induction conversions and set ups.

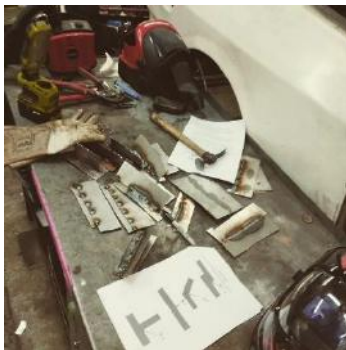
A quick dash to Taunton and a look around the recently opened County Classics Motor Museum, the majority were British cars of 70/80's and a good number of motorbikes. The museum is in an old department store, I believe, long and thin with several floors. The cars seemed rather jammed in and in some cases, vision was obscured by the building's pillars. I loved the 'amateur' injected Mk2 Escort which had Marcus Granholm's name on it and the standard of displayed vehicles, Just hoping Mr Jones doesn't get all excitable about the purple Marina Convertible.





Auction update; The Granada, Morris & MX250 sold for nigh-on pre-sale estimates but the Stag was still available after the post auction sale. As I write this am looking at the March auction brochure, certainly a few cars which catch my eye.

Whilst down at the farm shop for a coffee one fine day I saw the doors on one of the units were open so I wandered over for a nose, met a pleasant fella proprietor of Track Car door cards who make \ supply wonderful things from Carbon fibre for Track / Drift / Race / Rally cars including MX5's. www.trackcardoorcards.co.uk



Allen Automotive I found out about on the web, they offer shot blasting services, automotive restoration & fabrication and also basic MIG welding tuition, I fancied a this so with my neighbour Mike popped down early March to give it a go. Luke, who runs it was brilliant and talked us through a number of different joint configurations, luckily, we were doing it on the bench with clean metal. Was most fun, Luke was most engaging, encouraging and gave tips along the way, came away with a real feeling of achievement though do realise this was just for starters.

Very much recommended for an enjoyable evening out. The main business is shot blasting, welding and fabrications and they are based in Banwell.

<https://www.allanautomotive.co.uk/>

Yet another day out was a visit to Bovington Tank Museum for the South West Scale Model exhibition, there were some real works of art, how they achieve the results in small scale is amazing, most were displaying replica military hardware and dioramas not cars! But the real tanks were good.



MARCH HVVC MEET AT CROSS HANDS, OLD SODBURY



A warm welcome to our many new members this month:

***David Sullivan, Steve Andrews, Jack Cubitt, Colin & Philippa Fox,
Stuart Grieve, Anthony Wright, Adrian, George & Henry Ward,
Brian & Liz Davage, Lewis Salmon, Matthew & Reanna Edwards-Hodge,
Nathan Harris and Robert Milligan***

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.

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

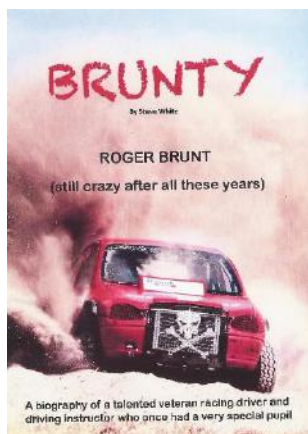
<https://bristolpegasus.com/facebook-group>

And don't forget to visit our webpage

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Reading Room

books what I've read - by Nick Wood



A brilliant entertaining book, well worth reading. Roger was a real character, and this comes across in the book with laugh out loud moments. His claim to fame is that he taught Jenson Button how to pass his driving test!

I was lucky enough to meet him a few years ago at a couple of our sprints. He was a really nice bloke but sadly died in 2020 of cancer aged 73.

My Trip to the Manx Grand Prix 2023

by Claire Meadows

The Manx Grand Prix last year ran from Sunday 20th to Monday 28th August. 2023 was a very special year as it was the 100th Anniversary of 'the Manx' and there was due to be a mass public lap, a bike show on Douglas Prom and a lap with past winners riding, amongst several other events to celebrate the occasion.

Going back for the last couple of decades, the Manx Grand Prix used to be held over 2 weeks, with the first being practice and the second racing. It was more-or-less an amateur-level race back in the day, with riders participating in this event before they went on to later compete at the TT, though some stayed competing in these races for their whole career in road racing.

Since the re-emergence of this event after the missing covid years, it has been shortened to 9 days from a 2-week event which in recent years included the 'Classic TT' where mostly well-known riders competed on older machinery. There were now only 5 races overall, instead of the 8 in recent years. This still included some classic bike racing, but one of the races to be dropped from the Manx portion of the event was the MGP Newcomers Race, which is a great shame in my opinion! Newcomers are now added in to some of the regular races though.

The rationale from the officials for the decision to shorten the event was basically to ensure the long-term viability of the event. But this has been disappointing for many fans, riders and teams! (I see a 6th race has been added this upcoming August which should be a welcome addition!).

Last year, I was only able to go over from the Saturday 26th August, scheduled to arrive at 1:30pm, for a few days, to include one of the two races on the Saturday and both on the Monday. I was very much hoping my flight over would be on time for this one!!! And luckily it was!!

On the Friday, there had been rain delays, meaning that the first race was postponed and added to the Saturday schedule! This was also delayed by early rain. Due to the further delays, they had swapped the order round to run the Parade lap first on the Saturday, with the first race then due off at 2:15pm. I had previously calculated that I might miss the first race, see the Parade lap, and then the second race, but it was all change!

I had left Bristol at 7:20am and had the most remarkably smooth drive up to Manchester Airport in 2 hours 20 minutes! I've never seen those motorways so clear!

I flew from Manchester on the fantastic Loganair, and it was exactly on time!
We actually touched down at 1:12pm (I checked!).



I took a taxi from the airport to maximise my chances of getting to a spot early enough. The good old reliable Telecabs driver was waiting for me in arrivals as arranged!

On turning on my mobile once through the airport I quickly got on the radio and the internet to see where things were on the schedule. They had already run the Parade lap with around 15 riders who were past winners of the Manx. (I found out a day later that Michael Dunlop had borrowed one of the Travelling Marshals' spare Honda Fireblades for this and had put in an incredible 127.8 mph lap!! On virtually a stock superbike!!! Wow! Just awesome! He really is amazing!).

As I was short for time, I got in, grabbed the radio, the race programme, the wifi gadget and some snacks and then took the car and drove down the hill about half a mile and walked to the edge of the viewing area at Braddan Church, the nearest spot to where I was staying.



As I planned to watch the first race there, I did not go into the spectating benches. They were only charging £10, but I wasn't going to be there that long, and thought I could get a good vantage point from the road between the church and the banked area with the benches. So I stood by the wall, with a view of the roundabout, getting in position at 2:14pm!! Phew!

Race 1 – Classic Senior Race



Well, I had got there just in time, as just 2 minutes later I saw the first rider, Dean Harrison on the Craven Manx Norton, whizz over the roundabout in the Classic Senior Race!!

The bike sounded great, as did many of the other classics, with the sound reverberating round the trees! This race had been shortened from 4 to 3 laps in order to fit in with the programme. It still turned out to be a good race with Dean Harrison emerging as the winner by some 52.5 seconds and setting a Classic Senior lap record in the process! This was a record for a single cylinder 500cc classic bike, at 111.395mph.

It was a race-long battle for 2nd place with John McGuinness taking the honours on the Winfield Paton, by 4.3 seconds ahead of Mike Browne on a Norton. Great to see McPint back on the podium plus another great result for Mike, the talented up and coming rider from Cork. Shaun Anderson was 4th on another Paton, 4.5 seconds back, and took the last of the silver replicas. Adam McLean was in his first race on the mountain course for 5 years and finished a creditable 5th place on a Royal Enfield, with Michael Russell on a Norton in 6th, James Hillier 7th on a Yamaha Rob Hodson on a Honda in 8th, Will Loder in 9th on a Seeley and veteran racer Dave Madsen-Mygdal in 10th on a Honda. There were just 16 finishers overall. Well done to Dean on the win, his first for the year on the mountain course. The photos are a bit blurry as I wasn't all that close to the riders!



Race 2 – Junior Manx Grand Prix

After the Classic Senior race, I walked back to the car, and drove through the back roads including the coast road to get up to the Creg-ny-Baa where I parked in the back field. I then walked to the bank on the downward slope from the corner. I made it with just under half an hour to spare before the next race, the MGP Supporters Club Junior Manx Grand Prix! Great timing! It was pretty cool and cloudy at this point!

The race was due to run the full 4 laps that had been scheduled. It wasn't at all crowded there so I got a good spot on the bank and sorted my radio and programme, ready for the race, which had just started by this time. The first riders would be there in only about 12 or so minutes!

The travelling marshals were just completing their check of the course.



There was a really strong field for this race, with about a dozen newcomers taking part. Young Manxman Newcomer Joe Yeardsley was going really well from the start and set the race lap record on the first lap, with a 116.906 mph lap! Unfortunately he had a mechanical problem with his Paton and had to retire from the lead on the 2nd lap! Spaniard Victor Lopez inherited the lead, and made the most of it on one of the Ian Lougher Racing Patons!



The race went the full distance and Victor eventually took the win by nearly 15 seconds over Andrea Majola, also on a Paton. Maurizio Bottalico was 3rd on another one of Team ILR's Patons!

In taking the victory, Victor also re-set the new class lap record to 117.645 mph, and became the first Spanish rider to win a Manx Grand Prix! Many Congratulations to him! In fact, this was the first ever all-European podium at the Manx!

The first of the local riders was Marc Colvin in 4th, and there was a fantastic 5th place finish for young newcomer Manxman Marcus Simpson, also known as 'Spartacus'! His practice number had been 42, and he had started in 9th for the race! He was the highest finishing newcomer. The last of the silver replicas was earned by young Irishman Eoin O'Siochru in 13th, going one better from the bronze he won in his Manx debut the previous year.

It was great to see Mark Herbertson in the Top 20, especially after an off in practice. The last of the bronzes was earned by Wayne 'Ciderman' Axon, a regular at many road races, in 22nd place. It was also good to see Rodger Wibberley get a 24th place finish (after 'retiring' a few years ago!).



Great to see Czech racer Veronika Hankocycova back racing on the island and finishing in 28th place (she would go on to win the Lesley Anne trophy for best performance by a woman in the MGP races!).

In all there were a great 41 finishers, including 11 newcomers achieving a dream!

Race 3 – Lightweight Manx Grand Prix

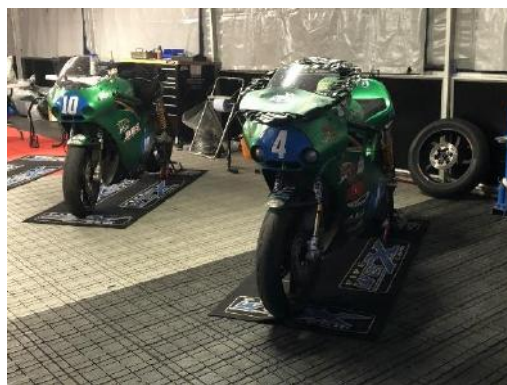
The Junior Manx Grand Prix had finished at about 6pm, so the next race, the Lightweight Manx Grand Prix was due off at 6:30pm and scheduled for 3 laps. Michael Dunlop had been the fastest qualifier in practice week on a 250 Honda, but unfortunately he went out early in lap 1 after only about 3 miles! Paul Jordan retired even earlier after only half a mile on his Faraldo Racing Yamaha.

There were some compulsory pitstops at the end of the first lap, and current leader Mike Browne lost a bit of time on his when his Yamaha was slow to re-fire. During the second lap, conditions started to deteriorate over the mountain, and the officials made the decision to end the race at the end of the 2nd lap.

Mike Browne took the win on the Laylaw Racing machine, a full 31 seconds ahead of teammate Ian Lougher on another Laylaw TZ250 Yamaha. This was Mike's second win in a row of this race. Manxman Dan Sayle (a many times sidecar passenger winner) finished in 3rd place on a 250 Honda. Only the podium finishers achieved silver replicas. Shaun Anderson was the first of the bronze replica earners in 4th place, with Adam McLean finishing in 5th on the third Laylaw Racing Yamaha.

There were 37 finishers altogether. Bike 58 newcomer Owen Monaghan finished 16th, bike 27 newcomer Chris Moffatt finished 29th and bike 47 Jamie O'Brien finished 34th. Well done to them all!

After the last race, I drove back to the paddock and had a quick wander round. Most bikes were packed away, but I did see a few! Here is Shaun Anderson with a mechanic in the middle of a stripdown of the bike! So much work to do! Then there is James Hillier's classic superbike, Veronkia Hankocycova's Wonder Woman Racing Team bikes, Ross Orchard's Junior MGP bike, and the two ILR Patons of Victor Lopez (complete with winning laurel wreath) and Maurizio Bottalico.









Plus this lovely view of the Grandstand in the twilight!



More news on the rest of the long racing weekend in Part 2!

2024 F1 Calendar

	Grand Prix		Circuit	Date
6	Miami		Miami International Autodrome, Miami Gardens, Florida	5 May
7	Emilia Romagna		Imola Circuit, Imola	19 May
8	Monaco		Circuit de Monaco, Monaco	26 May
9	Canadian		Circuit Gilles Villeneuve, Montreal	9 Jun
10	Spanish		Circuit de Barcelona-Catalunya, Montmeló	23 Jun
11	Austrian		Red Bull Ring, Spielberg	30 Jun
12	British		Silverstone Circuit, Silverstone	7 Jul
13	Hungarian		Hungaroring, Mogyoród	21 Jul
14	Belgian		Circuit de Spa-Francorchamps, Stavelot	28 Jul
15	Dutch		Circuit Zandvoort, Zandvoort	25 Aug
16	Italian		Monza Circuit, Monza	1 Sep
17	Azerbaijan		Baku City Circuit, Baku	15 Sep
18	Singapore		Marina Bay Street Circuit, Singapore	22 Sep
19	United States		Circuit of the Americas, Austin, Texas	20 Oct
20	Mexico City		Autódromo Hermanos Rodríguez, Mexico City	27 Oct
21	São Paulo		Interlagos Circuit, São Paulo	3 Nov
22	Las Vegas		Las Vegas Strip Circuit, Paradise, Nevada	23 Nov
23	Qatar		Lusail International Circuit, Lusail	1 Dec
24	Abu Dhabi		Yas Marina Circuit, Abu Dhabi	8 Dec

Fantasy Formula One 2024

Positions after Japanese GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Jonathan Taylor	Alonso	Piastrì	Aston Martin	McLaren	RB	237
Martyn Davies	Piastrì	Ricciardo	Ferrari	RB	Ferrari	234
Tim Murray	Albon	Piastrì	Ferrari	Haas	Red Bull	232
Ken Robson	Ricciardo	Tsunoda	RB	Red Bull	Ferrari	220
Helen Davies	Magnussen	Sargeant	RB	Red Bull	Red Bull	220
Jessica Robson	Magnussen	Sargeant	RB	Red Bull	Red Bull	220
Katie Davies	Alonso	Piastrì	Ferrari	RB	McLaren	218
Chris Bennett	Magnussen	Ricciardo	Haas	Red Bull	Red Bull	217

Lisa Davies	Sainz	Stroll	RB	Red Bull	RB	216
Mike Bennett	Piastrri	Ricciardo	RB	Red Bull	McLaren	215
Andy Moss	Albon	Ricciardo	McLaren	Red Bull	RB	214
Liz Ibrahim	Sainz	Zhou	McLaren	Williams	Red Bull	210
Mal Allen	Albon	Gasly	Ferrari	RB	Red Bull	208
Bernie Humphrey	Albon	Alonso	Aston Martin	McLaren	Ferrari	206
Pat Holmes	Gasly	Piastrri	RB	Red Bull	Aston Martin	202
Martin Emsley	Albon	Piastrri	Red Bull	Williams	Aston Martin	200
Joe Robson	Ricciardo	Stroll	Aston Martin	Red Bull	RB	187
Donny Allen	Sainz	Sargeant	Aston Martin	McLaren	Mercedes	174
Mike Marsden	Alonso	Leclerc	Aston Martin	RB	McLaren	173
Abi Reynolds	Norris	Piastrri	Aston Martin	McLaren	Alpine	171
Sharon Reynolds	Norris	Russell	McLaren	RB	Haas	169
Mark Everett	Albon	Hamilton	McLaren	RB	Ferrari	166
Chris Thompson	Albon	Verstappen	RB	Sauber	Red Bull	165
Dave Cooper	Piastrri	Russell	Aston Martin	McLaren	Alpine	158
Neil Lock	Albon	Verstappen	McLaren	Williams	Williams	156
Luke Edwards	Piastrri	Verstappen	Alpine	RB	Aston Martin	148
Simon Moss	Alonso	Verstappen	Aston Martin	RB	RB	145
Andrew Webb	Norris	Russell	McLaren	Williams	RB	144
Bob Bull	Albon	Norris	McLaren	Williams	Mercedes	143
Paul Weller	Albon	Norris	McLaren	Williams	Mercedes	143
Mark Hoppe	Norris	Ricciardo	Aston Martin	Williams	Red Bull	141
Dick Craddy	Sainz	Verstappen	RB	Williams	Alpine	139
Mary Craddy	Pérez	Russell	Sauber	Williams	McLaren	138
Richard Reynolds	Russell	Verstappen	Haas	RB	Aston Martin	129
Richard Ibrahim	Albon	Verstappen	RB	Williams	Mercedes	121
Martin Baker	Alonso	Verstappen	Alpine	Sauber	RB	120
Charles Alexander	Ocon	Verstappen	Aston Martin	Williams	Williams	115
Alison Bennett	Albon	Norris	Mercedes	RB	Aston Martin	105
Alyson Marsden	Alonso	Hamilton	Aston Martin	Williams	McLaren	102
Mark Niblett	Hamilton	Magnussen	McLaren	Williams	Mercedes	97

**SUNDAY 28th APRIL PRODUCTION CAR TRIAL
@ DUNDRY
NOW CANCELLED (WATERLOGGED FIELD)**

**SUNDAY 28th APRIL BREAKFAST MEET
FOREST OF DEAN RAILWAY**

**CLUB NIGHT MONDAY 13TH MAY
@ BAWA CLUB
A TALK FROM OUR VERY OWN CRAZY CHRIS
HARTNELL FROM 1930hrs**

Chris's talk is bound to be informative and entertaining. He has lots of topics to choose from. Drag-racing in his slingshot or on his drag bike or displaying his hot rod or his new acquisition the Bergerac Car! Whatever topic he chooses make sure you're there to be enthralled.

Backdraft C&C Nostalgia Drag Racing Team

WILDBUNCH Nostalgia Drag Racing

Backdraft METHANOL INJECTED SLINGSHOT DRAGSTER - WB-4 in 2012 - Our 18th SEASON and the car's 43rd YEAR!!!
**Ex "Malibu Express" ORIGINALLY BUILT 1969 **Ex "Pure Planet" 1972-74 **REBUILT by Chris 1992-95
** OWNER/DRIVER: "CRAZY" CHRIS HARTNELL ** CREW: MARK, CLAIRE & Co **
377ci Brodie ally Block, Ross Pistons, Molown Heads, Crane Roller Rockers, Competition Cam
TCI Converter, MSD Ignition, Crower Injection, Hilborn Pump, 2-Speed Powerglide Box, Ultra Bell Housing
Roy Wilding Special Axle, Wolftrace Slot Mags, Mickey Thompson Tyres, Harold Ball Hubs
*** BEST ET & SPEED *** 8.747 / 151.49 mph ***
WEBSITE by DemonStream : www.backdraftdragracing.co.uk Photo thanks @ Yawning Cat Photography

Crazy Chris



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. The start this year is at BAWA, 589 Southmead Rd, Filton, Bristol BS34 7RG. We have our own parking area and toilets will be available.



ENTER ONLINE: <https://bristolpegasus.com/events/ace-classic-tour-2024/>

LLANDOW SPRINT SATURDAY 8th JUNE
REGS AVAILABLE NOW
JOINT EVENT RUN BY PEGASUS & BMC
<https://bristolpegasus.com/events/june-llandow-sprint-2024/>



PEGASUS TRACK DAY SATURDAY 24th AUGUST

Some Pegasus members will be on hand to offer guidance to track-day newbies.

Also the Abarth Owners Club will be in attendance

£155 for non-members and **£145** for members, buys the driver 4 sessions out on the track with a group of 12 cars (a group of 6 cars for beginners/slower cars) for a maximum of 5 laps 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.

Enter online:

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



PEGASUS SPRINT SATURDAY 19th OCTOBER CASTLE COMBE CIRCUIT



Endpiece *by Martin Emsley*

Delighted that at long last Bluebird K7 is back in Coniston ensconced in the Ruskin Museum which was specially built for it, cannot wait to go see it 'in the metal'.



BACKFIRE

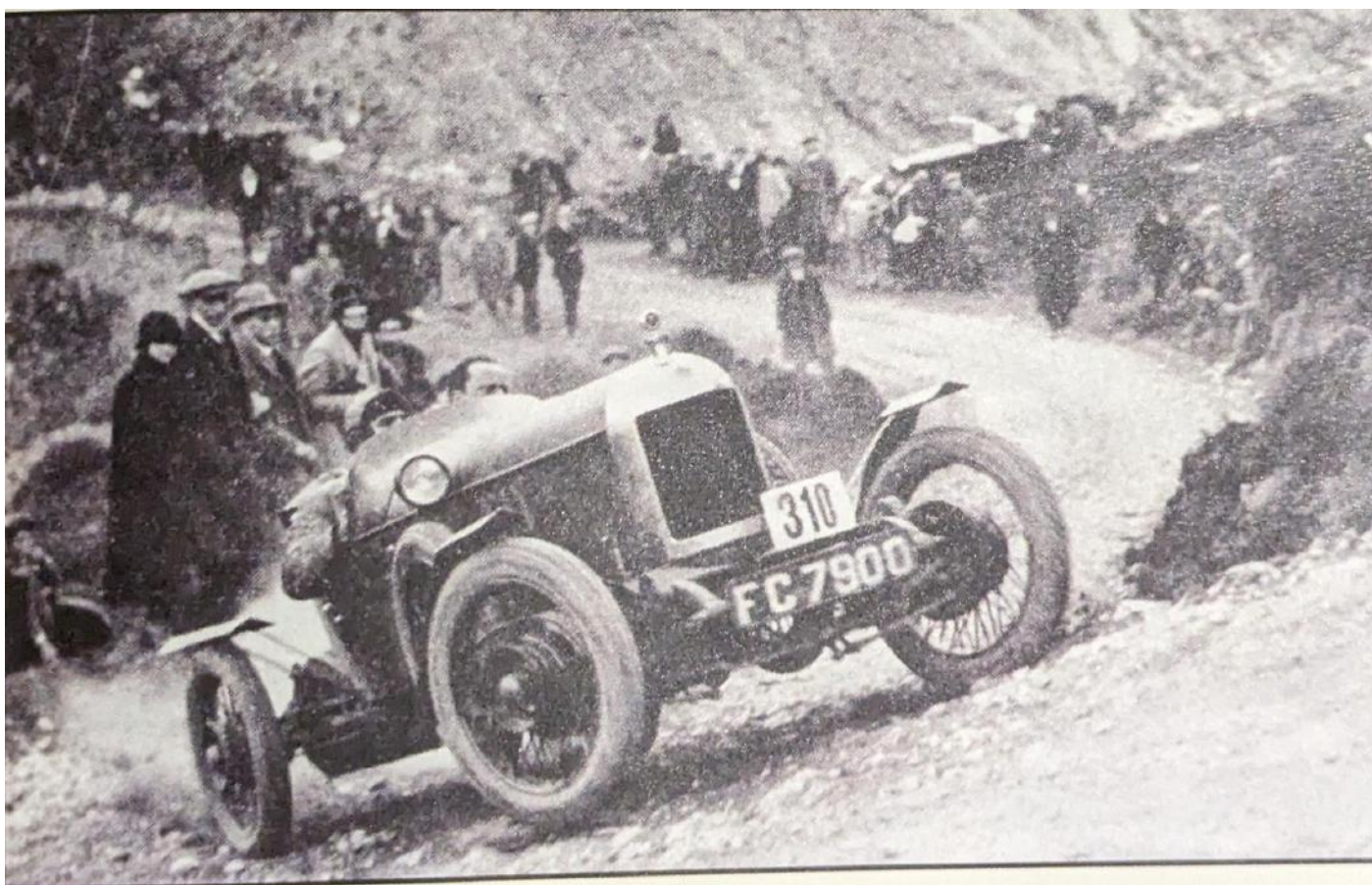
A HUNDRED YEARS OF THE LAND'S END TRIAL



The event began in 1908 with only the war years and the dreaded C word putting a halt to the event. A few of us Pegasus members have competed in this event which is a lot shorter than in 1908. It is challenging and exciting and Blue Hills is definitely not for the faint hearted! But Spence and I made it to the top.



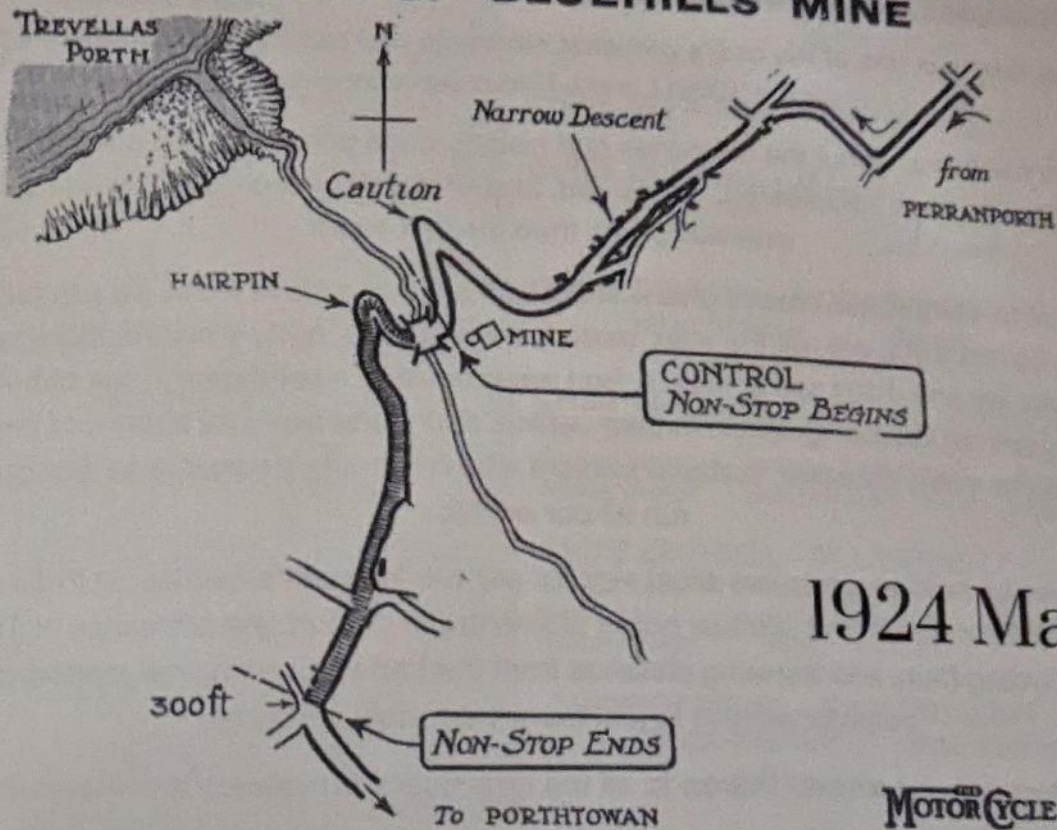
This was taken in 1945 but looks like our roads now!



Bluehills Mine in 1925

BLUEHILLS MINE CENTENARY 1924 - 2024

DETAIL OF BLUEHILLS MINE



1924 Map

Following the 1936 introduction of what we call Blue Hills 2 the committee decided that some cars were going too fast and might end up in the sea. The bend was introduced at the bottom "Blue Hills 1" the following year to reduce the run up.

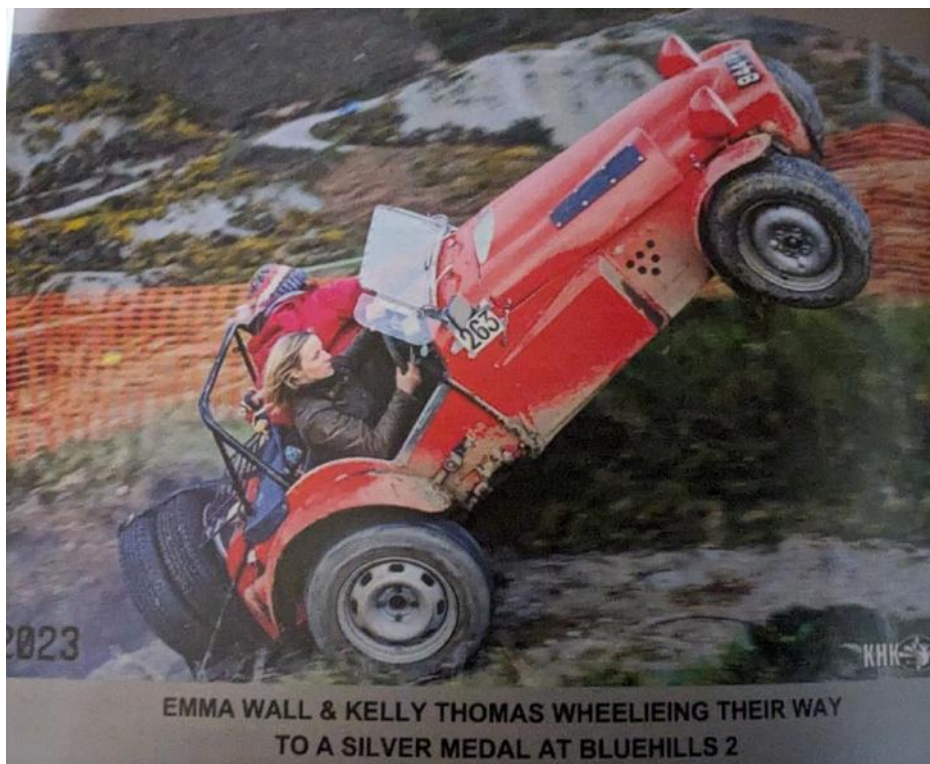
Extract from the 1936 Report...

There remained only the dreaded Bluehills Mine, with the famous hairpin now deleted in favour of a very rough track curving up right over the hill-top. First, of course, came a brief stop for that excellent round of light refreshment supplied free of charge at Healey's Garage, which the older hands have come to take too much for granted. Remember that the Land's End is a procession of 71 or more hours' duration and of thanks accordingly! Those who got to Bluehills in the dark found a "flood-lit" starting line, fires burning, and cheery police on duty, and some may have noticed the presence of a first-aid man, who fortunately had a full day's holiday. The new hill is certainly fearsome, very steep, bumpy to a degree, and difficult to judge, with a narrow drop on the right-hand side. A traction engine sat unconcernedly at the summit of the 300-ft. cliff, and was only called into action about twenty times.

1924 LAND'S END TRIAL			
Route and Standard Times.			
April 19th p.m.	Miles	April 20th a.m.	Miles
10.30 SLOUGH (Plymouth Antiques Co. Ltd.)	—	8.13 Simonsbath	173½
11.21 Reading	17	8.46 SOUTH MOLTON	184½
Midnight		9.34 GREAT TORRINGTON	
12.12 Newbury	34	10.18 Holsworthy	200½
			215
April 19th a.m.		11.0 LAUNCESTON	220
1.8 MARLBOROUGH	52½	Noon	
		12.0 " depart	
1.51 Devizes	66½	1.6 Bodmin	251
		2.15 PERRANPORTH	274
2.21 TROWBRIDGE	76½		
		2.20 " depart	
2.48 Frome	85½	2.30 Trevellas Porth	276½
3.22 Shepton Mallet	97½	[Bluehills Mine]	
		3.13 Gwithian	290
4.33 BRIDGWATER	121	3.23 Hayle	293½
5.30 " depart		3.45 PENZANCE	300½
1.2 PORLOCK VILLAGE	152		
		3.55 Catchall	303½
5 " re-start			
3 LYNMOUTH	164	4.1 St. Buryan	305½
Barbrook Mill	165½	4.30 LAND'S END	312
[Beggars' Roost]			

SECTIONS & STANDARD TIMES 2024			
Regional Start Control		Miles	
Time	Control/Section/Test	Restarts	Miles
14:30	Cirencester RFC (Gloucestershire)	94 miles to control	
14:51	Popham Airfield (Hampshire)	95 miles to control	
15:35	Launceston RFC (Cornwall)	94 miles to control	
START - Bridgwater RFC			
19:00	Section 1 - FELONS OAK (1993)	-	0
19:50	Porlock Hill (1920)	-	23
21:10	Section 2 - CLOUTSHAM (1931)	All Classes	42
21:20	Test 1 - Stoke Pero	-	43
	Lynmouth Hill (1920)	-	
	Barbrook Time Control	-	61
22:10	Section 3 - BEGGARS ROOST (1922)	B, 6, 7 & 8	61
22:45	Section 4 - BARTON STEEP (1934)	All Classes	63
22:55	Section 5 - RIVERTON (2002)	B, 7 & 8	63
23:45			
March 30th a.m.			
01:15	Section 6 - SUTCOMBE (1967)	A,B,C,E & Cars	112
02:00	Section 7 - DARRACOTT (1933)	-	123
02:35	Section 8 - WARGERLY WOOD	All Classes	131
03:50	Widemouth Bay Route Check	-	151
04:20	Section 9 - CRACKINGTON (1936)	8	158
04:30	Test 2 - Tresparrett Posts	-	161
05:00	Wilsey Down Time Control	-	166
6:50	Section 10 - Ruses Mill (1993)	All Classes	179
6:52	Test 3 - Ruses Mill Test	-	179
8:00	Section 11 - WARLEGGAN (1968)	B, 6, 7 & 8	195
9:00	Section 12 - EDDY'S BRANCH LINE (2023)	-	211
	Perranporth Time Control	-	237
10:15	Section 13a - LAMBRIGGAN (1993) Bikes only	A & B	24
10:30	Section 13 - BLUEHILLS 1 (1937)	A, B, 6, 7 & 8	2
10:45	Section 14 - BLUEHILLS 2 (1936)	A,B,C,D,E & Cars	
10:50	Section 14 - BLUEHILLS 2 (1936)	Class O & R	
10:45	OLD BLUEHILLS (1924)	-	
11:00	FINISH - Miners Arms, Mithian	-	

*Route card old & new
And Back to the Present*



EMMA WALL & KELLY THOMAS WHEELIEING THEIR WAY TO A SILVER MEDAL AT BLUEHILLS 2

2024 Events Calendar

Sunday 28th April	Breakfast Meet	FOD Steam Railway
Sunday 28th April	PCT CANCELLED	TBC
Monday 13th May	Club Night Talk by Chris Hartnell	BAWA
Sunday 26th May	Breakfast Meet	FOD Steam Railway
Sunday 2nd June	ACE Tour	BAWA
Saturday 8th June	Llandow Sprint	Llandow
Monday 10th June	Bring your Car night	BAWA
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
MAY 5th**

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