

Backfire

Bristol Pegasus Motor Club Magazine
November 2023



AND NOW FOR SOMETHING COMPLETELY DIFFERENT – A RAFFO BELVA
Photographed 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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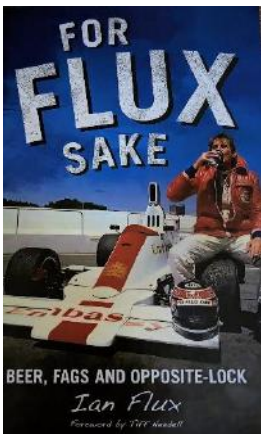
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Nick's Natter

Not much in the way of motorsport this month. Went to look at a few cars but haven't yet found a replacement for my Pontiac.

Have seen a few more excellent bands at our town hall, along with a few other Pegasus members. Club night was attended by a few of us at the BAWA Club who are now doing pizzas.



I was invited to the Autumn Classic at Castle Combe by the new manager and met a few interesting and well known people, one or two of whom have given us a talk in the past. Pictured Dave Brodie and Ian Flux.

Ian has a new book out and has promised to give us a talk, hopefully in the New Year.



The Breakfast Meet continues to grow with different people and their cars turning up which makes for more variety. It will be the last one of the year on October 29th.



We have a full entry for the Pegasus so let's hope the weather will be good to us.

HELP IS DESPERATELY NEEDED

I would like to make an impassioned plea to all members out there. We desperately need your help to organise and run our events. There are only a few of us doing everything and we can't sustain this much longer. If we don't have more volunteers there will be no more events.

It's an uphill struggle – *breaking the duck...*

by Jones the Speed aka Phil Jones

'The Duck' was Owen's first competitive event at Llandow, in a car that we weren't intending to use on track at all – the lovely little Fiat 128.

But, as it happens, the Fiat went much better than we had imagined and he ended up 2nd in class on a 98.51 to Paul Eamer's much campaigned 1380 Frogeye Sprite. I used to compete against Paul back in the early 2000's in the Midland Hillclimb Championship – me in an Abarth 850TC and him in his A30.

We had a good reminisce, as old codgers do, about chasing class wins and championship points, me breaking two driveshafts and him putting the black pig on its side! Those were the days.



The June BPMC breakfast meet was on a glorious sunny day. Lloyd and I went in the Mantis, without the AC working at the time, so it was Betty Swollocks and a shower when we got home.

The C.O. and I had gone down to Cornwall in the Mantis the weekend before and 90mph with the windows down is quite blustery. If the AC had been working it would have been perfect, as that car hoovers up the A30 like nothing else I have been in.

Anyway, back to the Railway yard. Lloyd's mate, Conor came along in his Nissan Stagea – a '90's JDM special which is, unbelievably, a GTR R33 with the same 4WD transmission and RB26 motor but masquerading as a station wagon. Brilliantly left field.



One of the nicest Rods I have ever seen – Ford Cologne V6 powered and with an attention to detail that was truly wonderful. It was a joy to look at.

Keeping it all real, an Acclaim CD. A dead ringer for the one the C.O.'s parents had back in the early 80s. It was an ironic, 'un-Californian' way to head down to the beach on the Gower, but it gave years of utterly perfect service.

At the time, I kind of resented the fact that it wasn't a real Triumph, but a badged Honda. But then as the years passed, I realised that Honda made the most brilliant cars and, anyway, I wasn't even a Triumph fan so why did it matter. Wouldn't mind one as a memory blast!



It was nice to see Nicolarse's Firebird out and about (just as well I caught a glimpse that day) and the superb C7 Vette got my attention too. I didn't manage to capture everything that I liked and a mint Cortina Mk4 and a superb Escort Cosworth were more eye candy, not to mention the GTD40. As always, a fantastic gathering.



And so, to the Mecca of all things Fiat and Abarth, Mr Castle-Miller's emporium in Ardley near Bicester. He and Sue have managed to pull off a certain clever trick a few times now – transforming a garage premises into a garden party venue, par excellence.

The theme was around new Abarths mixing it with the old (or Heritage to be correct). And it was a huge turnout with variety, good company and a damned fine Hog Roast buffet to top it off. What more could one want on a fine summer's day?

Well, we might have wanted to get there with...decent ventilation, less of a carbon whiff, about half the noise level and a rear seat that doesn't transmit bottoming out on the yumps at high speed. Yes, the boys and I made the trek in Owen's 128, fresh from its previous weekend's 2nd in class at Llandow. Apart from a quick wipe over, it needed nothing but a tank of fuel and off we went.

As with all short-gearred classics – my God, it *is* short geared – the M50 is about as much fun as sitting in front of a 'modern' liberal family on a transatlantic flight, but, once into the Cotswolds, it was magic.

That little, over square, motor (86 bore and 55 stroke!) revs its pants off and even with lumps like Lloyd and me aboard, it pulled well. Great fun.



Once there, familiar old faces and lovely cars surrounded us and it was the best few hours I had spent so far this year.



The trip back was...painful and no sooner had we landed back in Cardiff and put the 128 away, we hopped into, respectively, the Elise S1 and the Scooby Doo and headed for Cornwall. Yes, I know it sounds a bit ridiculous, but we got there and, once there, the Elise entertained on the small B roads, roof off, like nothing else. That Rover K has 65K miles on it and it's very sweet.

I had drifted into the popular thinking that an Elise S1 needs a Honda K20 to be 'good' but, reacquaintance with this S1 tells me a different story and I see that the Rover K is a well-suited motor, so smooth and free revving. It might be better to just maintain one properly and tune it to a decent level but not try and turn it into a 210bhp hand grenade – at least for the road. Isn't it great to rediscover how nice standard things are?

The roaming about ended with a trip back to my hometown in West Wales, where they had the central square closed for a classic car display. Well, that's what I thought I was going to see but, when the C.O. and I arrived, we found ourselves in the middle of a Pride event, with classic cars sort of tacked on. Strange bedfellows...

I did manage to catch up with an old chum who was a brilliant rally Nav. in his day, co-piloting his brother. My mate and I used to crew for them up on Epynt and down at Pembrey and memories of Avenger Tigers, Chevette HSRs and Escort RS1600s came flooding back. And of the Alfasud that they 'unshortened' for me following a whoopsie.

Some lovely cars in town included a smart Gilbern GT and Lancia Beta Coupe that had done the RAC 'back in the day'.



The rainbow balloons were everywhere and certainly gave things 'a little lift', as it were, but where I was expecting to see the usual 'town people', instead it was more Village People



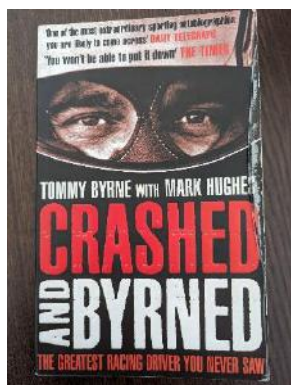
I must remember to pack my leather trousers and droopy moustache next time.

At that point, it was time to head back and reflect on how things have changed in our wonderful world over the past 40 years.

Reading Room

A place where you can review motorsport books 'what you've read'

I bought 'Crashed and Byrned' by Tommy Byrne with Mark Hughes principally because he came from Dundalk a place I knew well. I was captivated on the first page. What a difference money would've made to his career, as it would have to any of the other fantastic drivers who couldn't get into F1. The review on the back of the book says it's not for the faint-hearted! It's definitely full throttle mayhem and then some.



*Over to you now – send in
your book reviews.....*

backfire@bristolpegasus.com



A warm welcome to our new members this month:

David Rose, Dave Mockford & Simon Wassell

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.



Emsley's Excursions/Ramblings

by Martin Emsley

Silverstone Festival, yet another name change, I preferred Classic, but it promised to be a full-on weekend.

Poor Charlie and my mate Chris were both carrying injuries which would change our usual approach with many miles of walking....or would it? They discovered that we could rent electric buggies which was a game changer for us, now could Tim and I keep up? The forecast had not been so good on the runup to the weekend but it turned out to be lovely, mostly dry, at one point it was raining on the other side of the circuit but not ours and not too hot.



The Friday seemed busier than usual and was absolute chaos getting in, thankfully was better on Saturday and Sunday. The layout had been changed and there seemed to be a lot more emphasis on the 'Foodie Fest' and activities for youngsters, in addition to there was way too much emphasis on Electric Vehicles, including a couple of converted classic cars, something which leaves me cold.

Seemed strange that a large expanse of concrete adjacent to the MX5 stand was not utilised, would have been nice to have a car club utilising it instead of the grass. The front row of MX5s was Mariner blue NAs so Charlie's added to that group which all had their lights raised but not on. Charlie also pointed out that her and Tim had made it into the Programme and sure enough there they were in the photo for 'Kitchen Live'.



We had a jolly good walk around, saw some very interesting machinery, I had a chat with Mark Williams who was driving Richard Dodkins's glorious March 717 in the Thundersports race, also bumped into Don Wales for a natter, it is very sad how badly wrong things have gone with Donald Campbell's Bluebird K7, sounds like it will end up as a messy, expensive court case over ownership.

We were lucky to see the NASCARs out on track doing a demo, most impressive and very, very loud, made a welcome change. Sadly, we didn't get to see the BRM V16 run, only scheduled for the Sunday after we had left.

The electric buggies were superb and allowed us to go see everything we wanted, well almost, some of the garages in the International paddock were closed to the public, which I can kind of understand, cars pretty close together, much equipment and preparation ongoing, I used to really enjoy the previous freedom, another sign of the times.

Unfortunately, when we returned to the cars Charlie's was completely dead, no indications previously, went ok after a jump start but that was going to be the case all weekend, luckily they were able to get it home and we are awaiting the auto electrician to check it out.

After an appalling dinner and very poor service on Thursday evening at the hotel and not being fans of the rather poor, overpriced, food at the circuit; each morning, on the way in, each day, we stopped for breakfast at The Super Sausage on the A5 in Potterspur, no one had complaints about that. Saturday was a pleasant mix of strolling and watching the action, very relaxing and enjoyable and the rain shower was only brief. The Drag Racing display from Santa Pod Raceway and the rally cars from The Slowly Sideways group were smashing and well worth a visit, remember our very own Chris Hartnell laid the foundations for the drag racing involvement many moons ago, that was a cracking weekend!

Sunday, we dedicate to the racing and set up at Club Corner, this year there were fewer than ever catering wagons on the outside of the circuit and stands were very restricted, guess they are trying to focus everything inside the circuit. It seemed that we saw the safety car out in just about every race, something I don't really recall from previous years.

As in 2022 the Historic Formula Junior race was an absolute belter from beginning to end and it being a photo finish. At least I could keep up with that unlike some of the races where driver changes take place. The Masters Racing Legends had a super grid of 3litre '66-'85 F1 cars, unfortunately all DFV powered but impressive non-the less.





Michael Lyons in the Lotus 92 was the only driver on slicks, there had been a short downpour before the race, he spent a lap or so feeling his way around before simply driving away from everybody else, mysteriously about half distance Martin Stretton Tyrrell 012 who is super quick and a previous winner suddenly got it all hooked up but he was not going to be able to catch the Lotus.

The Transatlantic Pre-65 Touring cars had a massive 60+ grid, stupendous and rather exciting with Ford Mustangs & Falcons battling the Ford Lotus Cortinas and Mini Cooper S'. Was excellent up to the driver changes then we got rather confused and after an 'incident' believe the race finished behind the safety car.



An absolutely super weekend, loved the cars and racing, the rest of it is not really for me, instead of the 'Masters' and 'HGPA' it would be interesting to have some different cars next year, having seen the majority of the cars before the event has become a little stale, maybe they need to think about the Goodwood Festival of Speed model and try some different themes.

Postscript; It was found to be a failing Alternator on Charlie's Eunox Roadster, after replacement it is back to full health.



Is this something BPMC are involved in?



Captured at Silverstone, especially for 'Jones The Speed' to drool over

Steam Power

Strange how things come around; was motoring back up the M5 from Exeter way some months ago, there is a railway line runs parallel with the motorway for a number of miles. For once we gained on a train, going in the same direction, and I noticed when the carriages came into sight, they were not sleek and modern but from an earlier era which got me thinking that there might be something interesting pulling them. I was absolutely delighted to view the British Railway blue hues of A4 Pacific class steam Locomotive No.60007 Sir Nigel Gresley, built in 1937.

This was the 100th "Pacific" to be built; Sir Herbert Nigel Gresley CBE being a British railway engineer. He was one of Britain's most famous steam locomotive engineers; the designer of the A4 Class locomotives and he rose to a position of Chief Mechanical Engineer of the London and North Eastern Railway. Was a magnificent sight as we ran alongside for several miles, I believe it is being operated by The Severn Valley Railway.

This took me back to 2013 which marked the 75th anniversary of the record-breaking run by 4468 Mallard on 3 July 1938 when the engine set the world speed record of 126mph. To mark the occasion a series of events were planned at both the National Railway Museum in York & Locomotion in Shildon which saw all six surviving A4's reunited for the first time in preservation. Sir Nigel Gresley was placed on display alongside fellow British based A4's 4464 Bittern, 4468 Mallard and 60009 Union of South Africa. 4489 Dominion of Canada & 60008 Dwight D Eisenhower were also temporarily returned to Britain from their respective museums in Canada and America for the anniversary. Was a great day out and an opportunity to view some superb British Engineering.

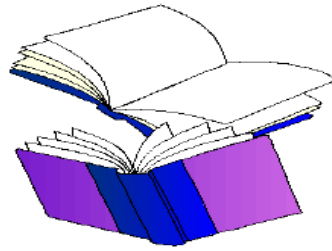


SIVERSTONE PHOTOS





Help raise funds for Wiltshire Air Ambulance



Every time you want to order from amazon visit our site first <https://bristolpegasus.com/> click on the amazon banner and shop as normal. For everything you order we will receive 5% to pass on to our chosen charity.

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>

- You can organise informal meetings with fellow members
- You can view/send event invites.
- You can view/add photos from previous events

And don't forget to visit our webpage

<https://bristolpegasus.com/>

FROM THE BACKFIRE ARCHIVES – THE LLANDOW SPRINTS

by Pete Stowe

For over 20 years the Club has, jointly with the Bristol MC, run a sprint at Llandow. Next year, in addition to the usual two clubs' sprint in the summer, our club will inaugurate a new event there on April 13th.

Martin Baker's report in the July 2002 issue of Backfire explained how the existing event came about.

"THE BRISTOL LLANDOW SPRINT 3rd June 2002 - By Martin Baker

The idea of a co-promoted sprint event at the newly refurbished Llandow circuit in South Wales was first mooted by Bristol Motor Club during last year. The venue had been used by Hagley Motor Club as a substitute for a hillclimb which fell foul of foot and mouth restrictions, and also by the more local Welsh Counties club. Despite a few teething troubles arising from the track being primarily operated as a test facility, some successful events had been run, at least one of them observed by our old friend Dick Mayo.

So it was on a crisp Sunday morning just before Christmas that representatives of ourselves and BMC met at a secret location in deepest Pill to discuss the possibility of running a sprint on the one-off revised Bank Holiday on June 3rd. At the end of two hours, not only had we convinced ourselves that the event was viable, we had also appointed all the officials! Most of the secretarial functions were allocated to Bristol members. Dick Mayo himself was to be Clerk of the Course, with Mark Chater and myself as deputies. However, due to the nature of the circuit I was to have a specific role working alongside the timekeeper in the course control cabin, as it had been decided that the position of Course Controller had to be given to somebody with the actual authority of a Clerk of the Course.

As this was our first attempt at a new venue, we set the maximum entry at a reasonably modest 110, requested (and got) ASWMC championship status and invited the Westfield Sports Car Club Speed Challenge to make sure we got there! The entries rolled in steadily, and then disaster struck. On the day after the Wessex sprint Dick was taken ill, to the extent that he would not be able to officiate at Llandow. Muggins was promoted to Clerk of the Course, and there followed a swiftly arranged visit to the circuit by Kieron and myself to see how Welsh Counties ran their event. This was particularly useful for me as I had not been to Llandow since a wet and slippery test day in November 1987!

I spent most of my visit observing the slight of hand performed by the timekeeper and course controller that was necessary to run three cars continuously on the three-quarter-mile (ish) oval (ish) track. Strangely grateful that I would be spared working in the organised bedlam that was course control, and that Bob Hart had been drafted in to cover, I was at least able to report first hand how the 1 ¾ - lap format actually worked. I was also pleased that we would be dealing with a totally on-the-ball timekeeper and very friendly and helpful circuit management. It also helps that a sprint can be run with only five marshals' posts, and unlike Castle Combe (or Colerne for that matter) the whole track is visible from the control point.

Came the day, and I set off at 0615 with a carload of spare brooms, together with the club's stock of marshal's tabards and gloves. Oh, and Bob as well! Although our journey commenced under clear skies, once we got into Wales it started raining, and did so until lunchtime. Still, it was pleasing to note, as I gave a driver's briefing from the shelter of a borrowed (but unfortunately not returned!) umbrella, that a good many of the club's regular sprinters, and one or two newer to the game, had come out to support us. These included Andy Moss and Martin Emsley in their AX, making up 2/3 of class A1, Bernie Humphrey in the venerable Escort, John Corfield in my old shopping car (!), Pete Goodman's Scooby-Doo, Jonathan Milne/Mark Roberts in the CRX and new boy Mark Wright in his Calibra, in only his second sprint.



*Cliff & Brenda
Shorter, Jedi*

Although practice was officially “wet”, there were no major incidents to speak of. The concept of pulling into the paddock at the end of the second lap was misunderstood by a few, as were the instructions as to what to do in the case of a genuine overshoot. The correct answer is “carry on round again at a respectable speed”, NOT “perform a three-point turn in the middle of the main straight.” A scare story that oil had been deposited on the (wet) track was deemed unfounded when the substance in question was identified as petrol, which is not nearly as slippery! I also remember having to admonish more than one competitor for reversing at the Bus Stop, and driving round the circuit with a piece of chicane from post 4 that had been dragged to post 1!

Most of the time I just watched from the control office balcony and marvelled at the skill and judgement which was being exercised between controller, timekeeper and start-line crew to get cars loaded onto the track at optimum intervals. It almost always worked! The track dried after lunch, and the serious competition began. As indeed did a bout of brain fade amongst certain drivers. There were some interesting spins, and it must be said, skilful recoveries between posts 1 and 2, some of them on the flying lap!



Bernie Humphrey, Ford Escort, at the startline

Those with access to the club's website will have seen the short but spectacular movie clip of "Smokin' John" Corfield creating serious visibility problems as he outbraked the Cosworth into the Bus Stop chicane. The rest of the "big road cars" class comprised entirely of Subarus, and for the first time in recorded history Simon Hemmings got one over on Pete Goodman to take the class. Roberts & Milne were respectively 4th and 5th in class, whilst FTD went to Edward Hollier of Woolbridge MC in a 1095cc Terrapin.

The event finished well on time, and the day concluded in time-honoured fashion with the awards presentation. And what better prize to give in Wales than a piece of slate? It appeared that the whole venture was enjoyed by competitors and organisers alike, and, with a few lessons learned, we're going to have another go on May 26th 2003. See you there !"



Andy Moss in the Citroen AX GT at the chicane

Club award winners in 2002:

2nd Class A4 – Pete Goodman, Subaru Impreza

1st Class E1 – Cliff Shorter, Jedi

1st Class C3 & best Pegasus member - Paul Perkin, Peugeot 205

To date there have been 20 "two clubs" events, with the 2011 event having been cancelled due to lack of entries, and a track day run in its place, and the 2020 sprint was cancelled because of Covid.

2024 Ladow Sprints

13th April - Bristol Pegasus MC

12th June - Bristol Pegasus MC & Bristol MC

The Start of Sprint Racing with our Historic Drag Bike – Part 2

by Chris Hartnell & Claire Meadows

Well, I had made my first ever run on my dragbike “Backdraft Two” at Smeatharpe on 22nd April. 64 seconds at 13.20mph was not earthshattering, but still momentous to me! The forecast had been poor and the clouds threatened, but we hoped the weather would hold for a couple more runs!



I had returned to the pits, refuelled and got the bike ready for the second run, sorted the visor misting problem and hoped to easily beat the time and speed of the first one! (Shouldn't be too hard!). This was a pretty steady run, and I managed a 19.444 @ 56.89mph run with a clear view of the track! I again returned to the pits and got ready for a third run, which was a good improvement at 16.389 @ 79.29mph! So I was definitely going in the right direction! Each time we headed for the queue, there was some drizzle around! But luckily, with a bit of wind and a quick drying track, this did not cause any delays or issues.



I prepared the bike for another run, and was pleased to improve once again, with a 16.144 @ 86.99mph on my fourth run of the day. I headed back to the pits, and checked the bike over. On inspection, I found that the drive chain had a considerable amount of slack in it! So decided to pack up for the day, and get a better chain for the next meeting!

The event was very well run, with half an hour's running for the bikes from our side of the pits, and then half an hour for the cars from the other side of the pits. All the while, the drifters were having a ball in their part of the venue! It was great to see such a variety of bikes competing!



There were vintage bikes including the Rudge pictured, modern bikes of all kinds, drag bikes similar to mine, junior bikes and even scooters, all matching up with whoever had queued next to them in the pairings lanes! There were riders of all ages, from the under 10's to those in their 70's, and each and every one seemed to thoroughly enjoy the event, as we did!

We had a brilliant time and achieved more than we had hoped for at our first event! We found it easy to tow the bike on the open trailer, get set up in the pits and get scrutineered and signed on successfully. Then it had been amazing to make my first ever run on this type of bike! So much different than I could have imagined, and this has given me a renewed respect for all drag bike racers! Claire took to the crewing well and was ever ready with the off board start battery and the bike stand, so we made a great team! Given the weather forecast, it was more than I could have expected, to get 4 runs in, and also to improve every time was a bonus! The bike is still very much in testing mode, but I learned a lot from the event, ready to go away and make improvements for the next event!

In between events, I got a new drive chain for the bike, and modified the gear selector, to make it easier to change down the gears on the way back from the run. So I was really looking forward to another go on the bike!

It was quite a long wait for our next event with the bike, some 4 months! This was due to other drag racing and commitments we had and the scheduling of the events. Our second event was again in Smeatharpe at Dakota Raceway, on 12th August.

Once again, the forecast was not too bright, but we set off early anyway, in the hopes that it would turned out better than expected! After the long wait, I was really keen to test the new gear selector mod, and hopefully improve on my times from the first event!

Claire had bought me some special bespoke leggings to wear underneath my leathers, and she had the company make them with a closeup photo of the red metal flake on the bike's nosecone! On arrival I put them on underneath the leathers, and straight away, it made it easier to slip them on, and more comfortable.

I hoped to pick up where I left off at during the last event, but the first run was almost like starting over again! It was a bit of a wobbly start off the line, but an improvement at the top end, where I recorded a slower 17.211 elapsed time, but a faster 87.32mph terminal speed! It just shows what a steep learning curve it is with the bike!

The third run proved a bit of a step back, as I only managed an 18.393 @ 56.91mph pass. This was due to me not hitting the air shifter button hard enough, and not changing through the gears smoothly. I went back round again and pressed the button more firmly and made a big improvement to a 14.193 @ 98.02mph! Real happy with that! Now getting real close to my biggest aim for the day *cracking the 100mph mark!*

The fifth run saw another step back, dropping time to a 17.799 @ 74.28mph run, with another slight issue with the shifts. The weather was looking worse as some really dark clouds were rolling in, so we decided to make as quick a turnaround as possible, for what would be the last run of the day, due to the impending weather, and also the 4pm curfew. I pushed the bike down and was ready to run at about 3:30pm.



This time, everything went to plan, with a great start, a good set of gear changes and a smooth run overall. I had to wait until I was back in the pits, where Claire produced the timing ticket! An amazing 8 tenths of a second improvement, and most importantly, topping the magic Ton, with 13.356 @101.06mph!! I was over the moon with this one, and we were both really excited that I had achieved this goal!!

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                        MGR
Aug 12th 2022
Sweetshops

C. HARTNELL

F      Entry          %
0.400   0.000 TREE    0.400
0.000   DINK-IN       0.00
0.579   REACTION     0.261
1.935   AD             2.119
8.843   MID           8.591
11.54   MPH            101.86
13.973  Finish         13.354
                               WANNER
                                FURST
                                STATUS
                                0.735

Autostart Disabled
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PONTIAC TRADING SYSTEMS, INC.
***** SSG/SBA *****00224
SWEETSHOPS BIDE        TIME END I
August 12, 2022        03:27:29 PM
Host event Sweetshops East 30th
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We even managed to pack up and load without any rain! We took a walk down to say goodbye and thanks to all the officials and organisers from the NSA, including friends Wayne & Janet and Jerry and also Dave Massam and Rob and the team, for another well run, enjoyable event!!

After this event, I got our son Mark to wire in a shift light on to the bike, so that I could try to get up to full revs in each gear before changing, hoping this would also help my times and speeds!

We didn't have so long to wait for the next event, as this was on 30th September, at Dakota Raceway again. This time the forecast was due to be good all day so we looked forward to that!! (But would you believe that even then, there were a few periods of drizzle during the day! And quite a big side wind! Once again, the track dried fairly quickly!).

We had left home a bit later than expected, and just made it to the track in time to catch the Riders briefing. I planned to do a sort of checkout pass on the first run, just to refamiliarise myself, and to see if the shift light was working as expected. Claire had bought me a long sleeved top to match my leggings, so I was hoping this also worked well!



The racing started right on time at 9:30am. I joined the queue and waited for my turn. We had fired the bike up and I rode round to just before the startline, but the previous bike had crossed the centre line and the timing cable and this was now broken, so the racing was put on hold. Wayne and team started the repairs. This took around half an hour as it was broken in several places!

Many thanks to Wayne and team for their efforts to get this fixed asap and the racing back up and running!

Well, after the wait, I was a little achy after sitting on the bike for a while. I didn't quite get the launch right, nor the gear changes, so only posted a 16.929 @ 67.74mph run! Well, back to the drawing board! I rode back to the pits and got the bike ready again.



Sadly, in the meantime, a rider came off his bike at the top end and was injured. The ambulance attended quickly and the medical helicopter was called in, along with the obligatory police presence. Thankfully the rider didn't need to be airlifted, but was taken to hospital. We wish him a very speedy recovery and all the best. There was rightfully about an hour and a half downtime.

Just about 1:30pm, I got in the queue for my second run, hoping this would be better. Again there was some downtime with an electrical problem in the timing equipment, and a bit of a wait. This time, Claire sat on the bike for a bit while I went to talk to some friends spectating on the sidelines. Thanks to the team again for fixing the issue! I got back on for my second run, which was only a 17.058 at a better speed of 87.83mph. Back to the pits we went!

I prepped the bike again – this only consisted of adding a little fuel and re-pressurising the air shifter, so it is very low maintenance! I went out for my third run which happened at about 3pm. This was far better, as I managed to hook up well, and could now take advantage of the shift light as a prompt to change gear. I posted a 14.184 @ 96.05mph run, so much happier with that! Also, my new race underwear was working well and keeping me cool and drier!



As the curfew was approaching at 4pm, I readied the bike quite quickly for my last run of the day! Back to the queue again, which didn't take long! This time I really maximised the changes according to the shift light, and had a better launch and a smoother run. I recorded my Personal Best elapsed time, by just a few hundredths, with a 13.328 @ 98.43mph!!

We were both really happy with that one!! Even though I didn't reach the 100mph mark again, I was very pleased with how the bike was running, and also how well we were running as a team! Loads of fun!!

We packed up for the day and loaded up and headed for home. This was our last dragbike event for the year, and I am really chuffed with how well my first events have gone with the bike! A real big learning curve, but really enjoyable! The NSA is a great organisation to run with too!

I already have a couple of ideas to improve the bike for next season, and hope to do several more NSA events in the 400cc Class 5 next year, at Smeatharpe, and hopefully also run at Santa Pod. Really looking forward to it already!



2023 F1 Calendar

	Grand Prix	Circuit	Race Date
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	29 October
21	São Paulo	 Interlagos Circuit, São Paulo	5 November
22	Las Vegas	 Las Vegas Street Circuit, Las Vegas, Nevada	18 November
23	Abu Dhabi	 Yas Marina Circuit	26 November

Bristol Pegasus Fantasy Formula One 2023

Positions after Qatar GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	1149
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	1122
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	1117
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	1007
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	985
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	958
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	944
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	941
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	901
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	881
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	844
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	814
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	813
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	807
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	797
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	785
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	783
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	771
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	767
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	763
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	751
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	750
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	747
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	745

Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	700
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	698
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	694
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	692
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	666
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	637
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	632
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	596
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	591
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	576
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	574
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	523
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	491
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	490
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	472
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	454
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	451
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	443
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	434

LAST BREAKFAST MEET OF THE YEAR
PETROL & STEAM
Sunday 29th October at Dean Forest Railway,
Forest Road, Lydney GL15 4ET
from 0930

All types of transportation welcome
Food & Drink Available



CLUB NIGHT MONDAY 13th NOVEMBER
TALK BY MR&MRS FORD
FROM 1930hrs

@ THE BAWA CLUB
589 SOUTHMEAD ROAD BRISTOL BS34 7RG



John Ford is Chief Recovery at Castle Combe. And his wife Jackie is paddock marshal there. They will be telling us all about their respective roles with serious bits and amusing bits. They assisted at the Sprint and you may have come cross them at some point during the day. It should be an entertaining evening.



CLUB NIGHT MONDAY 11th DECEMBER

**AGM
FROM 1930hrs**

**@ THE BAWA CLUB
589 SOUTHMEAD ROAD BRISTOL BS34 7RG**



Notice of AGM - Monday 13th December 2023. The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 13th December 2023 at BAWA Leisure Centre, Southmead Road, Bristol commencing at 8.00 p.m.

Nominations for the Committee should be submitted on the form in this edition of Backfire, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted to the Secretary, Tim Murray, no later than 27th November 2023.

Enclosed with next month's Backfire will be our unaudited statutory accounts for the year ended 31st October 2023. Copies including an income and expenditure statement, will be available for inspection at our AGM.

To get involved and have your say on how the BPMC should be run sign on the dotted line below. Please send the completed form below to Tim Murray, 170 North Road, Bristol, BS34 8PH or email secretary@bristolpegasus.com by the 27th of November. You can be proposed/seconded by any existing member. For more info/advice contact any committee member who will be more than pleased to help. Contact details on first page of Backfire.

<i>Position applied for</i>	<i>Your name</i>	<i>Signature</i>
	<i>Proposer Name</i>	<i>Proposer Signature</i>
	<i>Secunder Name</i>	<i>Secunder Signature</i>

Endpiece

by Martin Emsley

Here is something you don't see so often these days, a good old banger racer. Was on a trailer at the local farm shop one day in august and the owner stated it was for sale.

Just for fun; Do you know what kind of car it is?



BACKFIRE

Our car's **Firestone Safe**



Is yours ?

What we like about this sort of car is the better handling and road holding. Tell you one thing though — tyres are important. We fit Firestone De Luxe, made of this new Rubber-X101*. They're first class and make driving a pleasure.

Feel safer—be safer on
Firestone
DE LUXE
with **RUBBER-X101**

*The new revolutionary silent gripping rubber—on a safety carcass.



Advert from 1962

2023 Events Calendar

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
NOVEMBER 5th**

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