

Backfire

Bristol Pegasus Motor Club Magazine



Remember When ? Answer back page. Photo Andy Moss



October 2019

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Backfire

We are always looking for members' contributions on competitions, club matters and journeys.

Editor: Ralph Colmar Email: backfire@bristolpegasus.com

The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

Editorial

It's not been the best of months for all sorts of reasons unconnected to the club, unfortunately the cancellation of the autosolo and ACE classic tour meant I had just one day for motorsport activities to enjoy.

I ended up using it to visit two events; the 10th Kop Hill Festival and for a complete change of pace the National Finals qualification day at Santa Pod.

A delightful potpuri of vehicles was on display at Kop Hill covering the Edwardian to the modern era, see pictures in this issue, the hill is not the most spectacular but if you are in the area next year well worth a visit.

At the lunch break I popped over to Santa Pod not realising there were 40 mins of diversions in place for road works. However the doubling of my journey time in no way diminished my experience on my first visit to our best known drag strip, seeing a Mopar MPV blow a Z3 into the weeds was particularly amusing even though they were racing for independent target times.

After this month's club night on the 14th we will be convening at Castle Combe Ecobat Pegasus Sprint on Saturday the 19th, the entry list is full, but extra hands for marshalling are always welcome.

One highlight of the month was hearing about my Fantasy F1 picks Llando Norris and Nico Hulkenburg scoring consecutive points finishes, their good fortune has not brought me any closer to last but one in the Fantasy F1 table but I am still hoping one of them might get a podium finish which might be a good excuse to crack open a bottle of bubbly.

Unfortunately I will not be available for marshalling on the 9th November on the RAC Rally of Tests but if you are contact Chris Thompson ffi see Marshalls Wanted

Wishing you all a safe month's motoring

Ralph Colmar

Events Calendar



Monday 14th October Club Night BAWA - Race Night

Come along to Bawa on Monday 14th at 8pm for our next club night. We will have a night of indoor 'motor sport' with Scalextric and Gran Turismo Driving Simulator with a Force Feedback steering wheel.



Pegasus Sprint Saturday 19th October

If you would like to marshall on our annual sprint at Castle Combe please contact social secretary Nick Wood. Vouchers for lunch in the on site Cafe will be provided.

RAC Rally of the Tests Saturday November 9th

BPMC will be helping to run a stage of this year's event at Castle Combe from 07:30. If you would like to help contact Chris Thompson (tel - 07842902333, mobile - chris.thompson@bristolpegasus.com)



Monday 11th November Club Night BAWA - Film Night

Bawa 8pm start. We will feature **Steve McQueen: The Man & Le Mans**. This is a 2015 documentary film. After the success of Bullitt and The Thomas Crown Affair, McQueen sought to pursue his dream of creating a film about his passion: race-car driving. The result, Le Mans, was a box-office flop. The documentary interweaves newly discovered material and McQueen's private recordings with interviews with surviving members of the production team to reveal the true story of how the film was made.

Invitations

Lotus Drivers Club The Bull Hinton

Rob Ford the Lotus Drivers Club area leader organises meetings at The Bull Inn, Hinton usually on the first Tuesday of the month at 19:30 for 20:00 start.

Nov 5th Richard and Henry Williams on Williams Automobiles, Dec 3rd Steve Soper

All BPMC members welcome.

Club Night Venue

**Our regular venue is -
BAWA Leisure Centre**

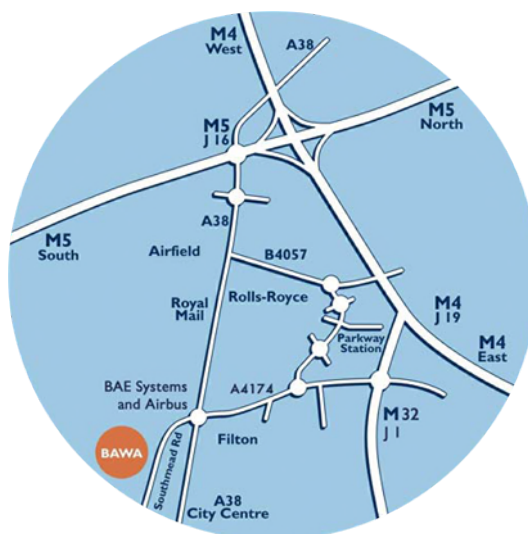
589 Southmead Road, Filton, Bristol, BS34 7RG



As many members will know we recently returned to BAWA which was our regular club meeting venue for many years. There are no issues for non-BAWA members coming to our evening.

We normally meet in Room 7 or Room 4. Most meetings start at 8.00pm, 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.



Note : Next BPMC meeting at BAWA is on Monday 14th of October arrive in time to get your drinks before 8pm.

It's an uphill struggle

Roger your Wing Commander...

Bought another car. The SL55 had sold quite well so I was making progress...and then had a little whoopsie and bought another for the fleet.

Old habits die hard and you know I have a bit of a soft spot for old Mercs – especially large, wafty Mercs. I was thinking C126 500SEC of the mid to late eighties and had been prowling around the net. No not in that sense for goodness sake...

You may recall a close shave last year with a 560SEC that was lovely except that it was apparently fitted with a V7 instead of a V8, so I left it.



'Gary's Grosser' got another look and he made it worse by sending me a mood shot. Gary was one of the 'Peak Practice' TV Doctors of the 90s and Mrs J and I were avid watchers. In fact, I can still recall my dismay at having to abandon an episode half way through, whilst in hospital, as my Daughter started to 'pop out'. Being a trifle short of staff due to a snow storm, old Jonsey had to get his gloves on and play deputy midwife with soap, desert spoons and a bowl of warm water. Gary had a good titter when I relayed that one.

I did try a trade with him but he is a serial Benz restorer and wanted to offload this one to move on to the next project, so taking in strays from me was not on his 'to do' list. Still, it's a pretty thing isn't it? That's Liverpool by the way.

Anyway, a mad weekend of travel was the perfect, chaotic backdrop for me to make my next fleet move. Mrs J and I were supposed to be going to London to collect Daughter. However, the Abarth was all done with its new 600 Multipla diff ratio so it seemed sensible to take the trailer, drop it at TCMs and then head to London, picking up the trailer with the Abarth in it the next day.

There is an excellent Merc classic specialist not that far off the M40 and, well... we perused a nice 500SEC (a bit old says Mrs J) and then marvelled at a (metallic brown), 1980's 500SEL by Belgian Luxo barge fettle, Carat Duchatalet. It was truly awful, like a DFS sofa showroom complete with rear curtains. It turns out it was 145K Euros back in the 80s (!) and it had languished in a Paris car park for over 20 years. The Royal family that had bought it hadn't really used it and – get



this – forgot that they had it. It was only discovered when their accountant started enquiring along the lines of ‘what are these enormous car park charges for?’. He discovered it sat dusty in an underground car park. Its now for sale over here.

But we went for a drive in a C140 (‘Princes Diana’) CL420. They only made 26K of the C140 versus over 70K of the C126 predecessor, so its rare. What made it more so was the 6700 miles from new. Yes really. It was sat on its 1997 tyres, barely worn. Bought new from Mercedes of Mayfair by an RAF Wing Commander, its had 3 more owners and clearly none of them drove it. How odd. These have not been the most collectible of the marque, though they have their following and their day is coming as the last of the really excessive, over engineered Mercs. Why anyone would buy one and just store it almost from new is a question I am still pondering. But I am glad they did.



The motor is the M119 all alloy V8 with 4 overhead cams and 32 valves. It's a revver. Its 'only' 4.2 litres and, with 275bhp, its not going snap your neck back in a 2 ton coupe. But it goes better than I expected and is oh so smooth. You can't really tell what sort of motor it is, nor, most often, whether the motor is even switched on. Did you know that the 1989 Le Mans 24hrs winning Sauber C9s were powered by turbocharged M119s? Nor did I.

Although 'techy' for its time, its more gadgets than mechanical things. Clearly it sits well with being unused as it drove brilliantly. The steering wheel is huge and its like captaining a small ship. Double glazing keeps the noise out. The interior has specially ordered light walnut which Mrs J and I agreed was, along with the purple paint, a little 'out there'. It's got a whiff of Elton John about it but, for me, it beats a standard black interior every time. So we did the deal.

Its going to be a long distance classic and to hell with the mileage. If its predecessor, the 126SEC, can be almost the same price, with 92K miles on, I reckon I can put 30K on this tank and still come out butter side up. Lets see.

Another week another plane ride. Back to Boston. I like Boston. Its 'not that far' yet its in the USA so you get enormous ribs and coleslaw and those lovely half savory / half sweet corn cakes. With a spot of salted butter you might as well have died and gone to heaven. Eat enough of them and you probably will.

Going from 'Gatport Airwick' was not the smartest of starts and the 7 hour flight on low cost carrier Norwigen (going form London to Boston?) aboard a brand new Boeing 787 was very smooth ...except for the hatefull child behind me that did a movie commentary for 6 of the 7 hours. "MUMMY, MUMMY, BUNNY'S GOT BIG

EYES”. Thirty seconds passes, you pull your fingers back out of your ears, relax the shoulders and...”MUMMY, MUMMY...”. You get the picture. I did contemplate a murder but thought I would probably get spotted by one of the other 220 passengers. So I left that for another time.

Off to the rental center (not centre) and we picked up a Ford Explorer. Now I had lost track of this one. Last time I looked it was basically a truck with a multi seat body strapped on.



But no longer. This thing had a touch of Land Rover in its looks. It was deceptive. In the rental compound it didn't look that big but parked next to a Jeep Grand Cherokee – an easy reference point for me – it was vast. Seven seats, decent Nav, some sort of petrol V6 and 'bings' and 'bongs' for every event. I failed to work out which bing related to which event so just accepted that it was 'warning me about something' but had no clue what that might have been. Some of the bings may even have been bongs. How confusing.

An intense week was relieved by finding some 'gearheads' to talk to. A discussion about Porsche 928s lead me to a guy who was busy regretting the sale of a manual 928 GTS with the quad cam 5.4 Litre V8. I am going all goosey just typing it. Glass of water for Mr Jones please.

Anyway, he was a proper nut and his history file included perpetual Porsche 997 purchases, a tatty Series 3 XJ6 to smoke about London in, a Maserati 3200 'Boomerang light' car which expired on a French Autroute and... well how about joint shares with 'Dad' in a Facel Vega HK500. Now restored and immaculate.

It was too much. For the next half hour I couldn't hear anything in the meeting and performed a similar role to a hat stand or filing. Just stood there quietly.

Despite the doomsday merchants predicting that we will all be running about in plug ins with a range determined by how long the charging cable is, I still seem to find a proper petrolhead around every corner.

Upon return, and with no sleep for 48 hours in a row, I did the decent thing to recuperate. Straight onto 'carandclassic'. Just to see...

Jones the Speed

Bristol Pegasus NEEDS YOU !

The successful running of club events requires Marshals and Organisers



[Get involved](#)

[Be close to the action](#)

[Meet Other Club Members](#)

BPMC Pin Badges



Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.

BPMC polo or sweatshirts

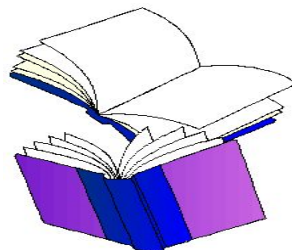
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- alan49spencer@gmail.com 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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

PLEASE NOTE ALAN HAS A NEW E-MAIL ADDRESS !

Help raise funds for Wiltshire Air Ambulance



**Visit the bookshop www.bristolpegasus.com
and use the Amazon link to buy books, CD's /DVD's**

2019 Clubmans Championship

Position	Name	Total	No of events	Organised or marshalled?
1	Chris Thompson	18.08	4	No
2	Alan Spencer	15.75	4	No
3	Tom Thompson	10.70	4	No
4	Ben Bishop	10.25	2	No
5	Philip Turner	9.08	2	No
6	Martin Emsley	7.75	2	No
7	Shaun West	7.25	2	No
8	June Seville	6.75	3	No
9	Sam Thompson	6.17	2	No
10	Mark Hoppé	6.00	2	No

Compiled by Tim Murray

Notice of AGM Monday 9th December 2019

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 9th December 2019 at BAWA Leisure Centre, Southmead Road, Bristol. The meeting will commence at 8.00 p.m.

Nominations for the Board of Directors 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 25th November 2019.

The AGM will be followed by a guest speaker.

Please could those who hold perpetual club trophies ensure that they are returned to Tim by the middle of November.

“Enclosed with next month’s Backfire will be our unaudited statutory accounts for the year ended 31st October 2019. Detailed accounts, including an income and expenditure statement, will be available for inspection at our AGM on 9th December 2019.”

Bristol Pegasus Fantasy F1 - 2019

Positions after British GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Ken Robson	Kvyat	Magnussen	Ferrari	Red Bull	Red Bull	929
Simon Moss	Grosjean	Leclerc	Red Bull	Alfa Romeo	Mercedes	855
Katie Davies	Hülkenberg	Räikkönen	Alfa Romeo	Mercedes	Red Bull	827
Richard Ibrahim	Albon	Grosjean	Alfa Romeo	Ferrari	Mercedes	795
Ben Cox	Grosjean	Räikkönen	Alfa Romeo	Ferrari	Mercedes	769
Donny Allen	Räikkönen	Sainz	Racing Point	Red Bull	Mercedes	751
Martin Emsley	Verstappen	Leclerc	Alfa Romeo	Toro Rosso	Ferrari	737
Martyn Davies	Leclerc	Räikkönen	Alfa Romeo	Ferrari	Alfa Romeo	733
Sharon Reynolds	Hülkenberg	Stroll	Racing Point	Red Bull	Mercedes	717
Helen Davies	Hamilton	Räikkönen	Alfa Romeo	Red Bull	Haas	713
Sam Thompson	Leclerc	Magnussen	Alfa Romeo	Ferrari	Renault	713
Tim Murray	Verstappen	Stroll	Alfa Romeo	Ferrari	Toro Rosso	713
Richard Reynolds	Räikkönen	Verstappen	Renault	Red Bull	McLaren	698
Chris Bennett	Verstappen	Ricciardo	Red Bull	Renault	Alfa Romeo	643
Liz Ibrahim	Räikkönen	Ricciardo	Haas	Red Bull	Ferrari	634
Alyson Marsden	Kubica	Vettel	Ferrari	Williams	Alfa Romeo	633
Helena Sarsted	Ricciardo	Vettel	Alfa Romeo	Red Bull	Toro Rosso	622
Robert Bull	Hamilton	Norris	Toro Rosso	Williams	Ferrari	618
Tim Cosh	Ricciardo	Sainz	Red Bull	McLaren	McLaren	618
Mal Allen	Norris	Ricciardo	Hass	Red Bull	Ferrari	613
Audrey King	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	612
Mike Marsden	Hamilton	Räikkönen	Alfa Romeo	Renault	Red Bull	612
Alison Bennett	Hamilton	Leclerc	Alfa Romeo	Williams	Renault	607
Tom Thompson	Grosjean	Leclerc	McLaren	Renault	Ferrari	597
Lisa Davies	Leclerc	Ricciardo	Alfa Romeo	Renault	Ferrari	557
Andrew Moss	Räikkönen	Ricciardo	Ferrari	Haas	McLaren	553
Claire Hazlehurst	Räikkönen	Verstappen	Haas	Renault	Ferrari	544
Abi Reynolds	Grosjean	Hamilton	McLaren	Renault	Alfa Romeo	517
Jamie Stevens	Leclerc	Ricciardo	Haas	Renault	Red Bull	501
Rachel Stevens	Hamilton	Sainz	Alfa Romeo	Racing Point	Haas	494
Chris Thompson	Hamilton	Räikkönen	Haas	Renault	Alfa Romeo	467
Ralph Colmar	Hülkenberg	Norris	McLaren	Renault	Alfa Romeo	406

Compiled By Tim Murray

F1 Calendar

18	Mexican	Mexico City	27-Oct
19	United States	Austin, Texas	03-Nov
20	Brazilian	São Paulo	17-Nov
21	Abu Dhabi	Marina Circuit	01-Dec

Automated Membership System

We have introduced a new automated membership system. A link has been added to the Bristol Pegasus website.

The new system will help to ensure our details are correct and allow you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

All members who can use the new system are encouraged to do so, but should you not have internet access we will help update your information and provide a paper form. One significant difference is that new memberships will run for 12 months from start/renewal date as opposed to running out at year end. New members can already join using the system which is online on the club website.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

All members now get membership for a year from renewal or joining date.

S STOP PRESS MARSHALLS STOP PRESS MARSHALLS ST RPS Bullnose Targa Rally 20th October

Oxford Motor Club will be organising a Targa Rally at Finmere Airfield, Buckinghamshire from 06:30. Anyone interested in marshalling with or without experience contact Harvey Warner – marshallingAToxfordmotorclub.co.uk

Exmoor Targa Rally 2019 Saturday 26th October

Tavern, Burnham on Sea and Minehead Motor Clubs are running the Exmoor Targa Rally in the Exmoor National Park area. Ffi marshalling contact Keith Emery :- keithemery88ATyahoo.co.uk 07846372622

Driveshaft Rally Saturday 23rd November

This Devizes & DMC night navigational road rally starts at 20:00 from Chippenham Pit Stop postcode SN15 5LH and finishes at Royal Wootton Bassett Rugby Football Club House at 23:30. Anyone interested in marshalling please contact Keith Edwards keithandjanet1ATbtinternet.com

Bristol & South Glos Stationary Engine Club



1907 Wallis & Steevens Little Lauren



1929 Manchester Willys Overland Crossley



1935 Lister D for milking plant



1948 Bentley Mk VI Shrive Special



1954 Austin Champ



1960 Norton Dominator 99



1965 David Brown 990



1972 Triumph GT6

Kop Hill Climb Festival



1928 Alvis FWD 12/75



1933 Wolseley Hornet Special Red Harry



1939 Ford Falcon Mk2



1956 AC Bristol



1966 Unipower GT



1970 Clan Crusader



1976 Aston Martin Vantage



2019 McLaren Senna

Kop Hill Climb Festival



1912 Rolls Royce Silver Ghost 'Nellie'



1931 Austin Seven 'Crusty'



1932 Bentley 8 litre



1933 MG J4 Suprcharged Replica



1934 Riley Nine Lynx



1939 Alvis Silver Crest Speciall 'Schuberts 8th'



1951 Allard J2



1955 Jaguar XK140 DHC

National Finals Santa Pod



David Russel - Austin Marina 'Van With No Name'



Ronnie Mercer - Ford Anglia 'Annie'



John Atkinson - Ford Cortina Estate



Laura Baynton - Ford Capri 'Capricious'



Andrew Hone - Ford Scorpio



Jane McCready - Ford Escort 'Bens Van'



Leigh Morris - 3.8 E-Type Jaguar 'Green with Envy'



Billy Gane Super Pro ET Vauxhall Victor



Bobby Wallace - Willys Coupe



Callum Swinchatt - Topolino Altered



Dan Boone - 'American Pie'



David Napier - Dodge Challenger 'Bad Habit'



Daniel Giles - 'Giles & Hartley'



Darryl Howells - 'Chemical Reaction'



John Maher - VW Beetle



Kev Slyfield - Ford Thunderbird 'Blown Bird'


Barbara Carter Memorial Rally 30th Nov / Dec



BPMC members are invited to enter or marshal this event ffi :-

<https://fb.me/BarbaraCarterMemorialRally>

or contact CoC Daniel Pidgeon Daniel@britishroadrallying.com



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Backfire Bits

By Andy Moss

As we start to look forward to the club's 75th anniversary in 2020 it is timely for me to reflect on a little history for this months Backfire Bits. As you may know the club started life as the Bristol Aeroplane Company Motor Club back in 1945.



We renamed to Bristol Pegasus in 2001, but still have quite a few members who have worked for either British Aerospace or Rolls Royce in Filton. In addition to the Aerospace products for which the companies are famous the Filton site also has an interesting car history. As well as being where Bristol cars were made, the early bodies for the Lotus Elite were also produced there in the

early 1960's so a fair bit of car history. Long time club member Gerry Bath had a Filton produced Elite which was always a pleasure to see.



I was fortunate enough in the mid 1980's to do my apprenticeship for British Aerospace and at that time Bristol Cars were still on site. As a car enthusiast I

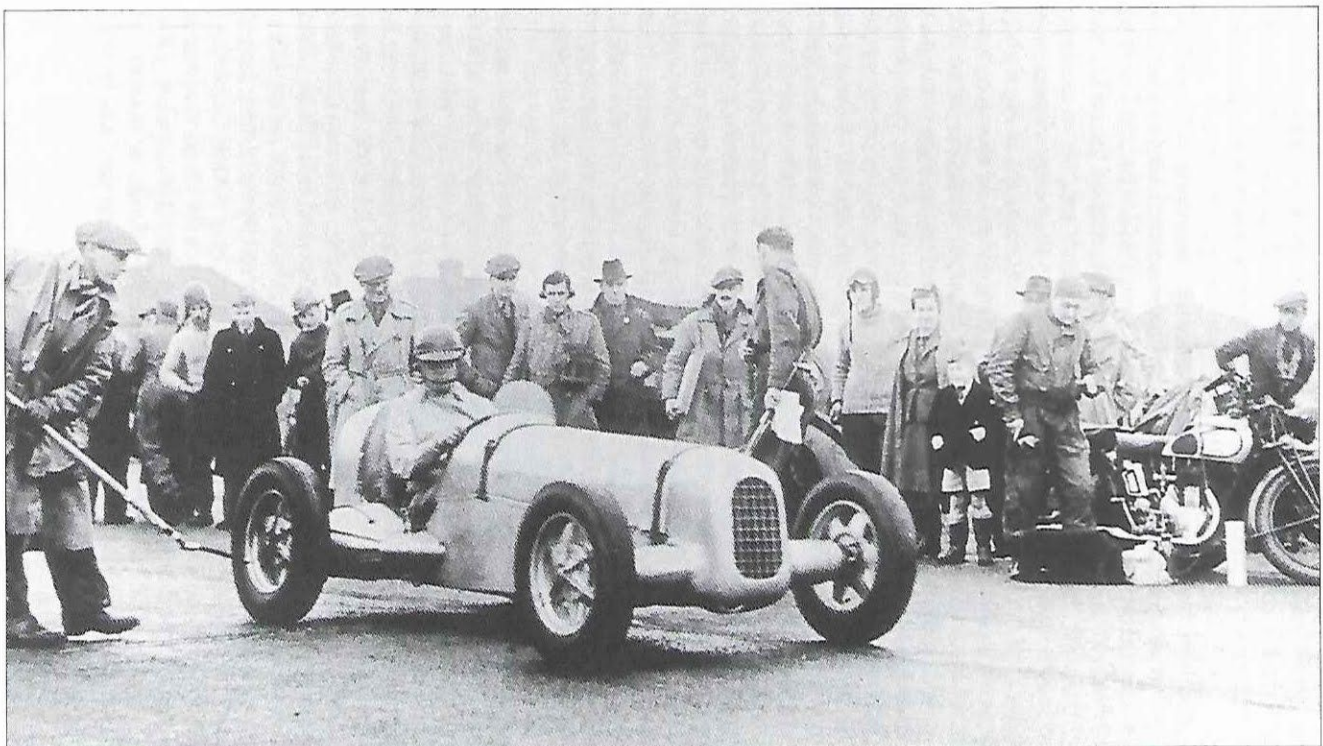
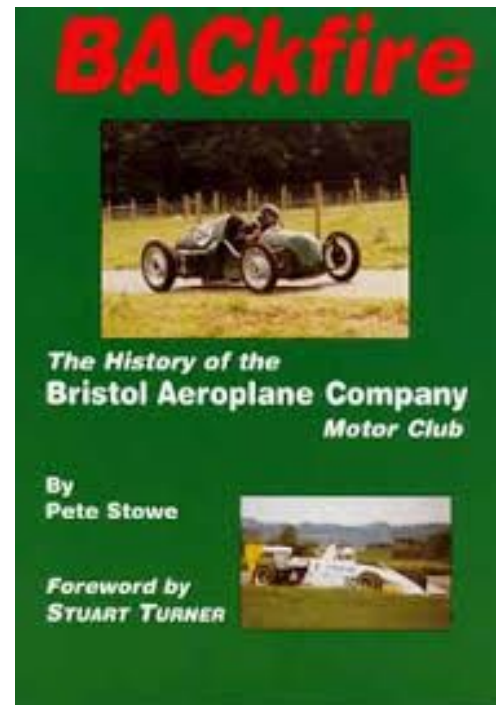
was lucky enough to be able to find the odd excuse to go into the Bristol Factory - they still had telephones on the internal phone system at the time, even though British Aerospace and Bristol Cars had long been separate companies. At that time they were not manufacturing many cars but were doing a lot of customer restoration work - I particularly remember people making replacement body panels such as wings on an English wheel and the upholstery department was also full of impressive craftsman. It was a sad day when they left the site.

Back in 1995 we celebrated the clubs 50th Anniversary we were lucky enough to have Bristol Cars Chairman Tony Crook bring his car along. As the clubs first event was post war on the Filton Airfield, we got permission to run the car on the Airfield -

sadly this is now closed, although there is the Aerospace Museum with Concorde near to where we ran and Airbus and Rolls Royce still have a big presence. We also had an ERA, a Bugatti and the Issigonis Special run that day. The picture below shows the Issigonis Special at our first event at Filton.

Post war the club was instrumental in the formation of the 500 formula - an event we celebrated in recent years by providing the trophy for the 500 race at the Castle Combe Autumn Classic.

If you want to know more about the first 50 years of the club Pete Stowe wrote an excellent short book on the club to celebrate that anniversary - perhaps it will be appropriate for us to add a chapter or two covering the last 25 years, but unless we can persuade Pete to add to it I fear his efforts will be a tough act to follow. If you would like a copy of Pete's book we still have a few which are available in return for a small donation to the club charity fund.



The Lightweight Special of Alec Issigonis and George Dowson on the startline at Filton in 1945. Built in 1939, the rubber-suspended, aluminium-faced plywood monocoque chassis special embodied weight and space saving principles employed by Issigonis 20 years later when he created the immortal Mini. Among the onlookers are John Bolster (to the left, in helmet and white jersey) and a youthful, beardless, Denis Jenkinson (on right, behind Norton).

Photo: Brian Owens collection.

BREAKFAST MEET SUNDAY 27th October 0930 at



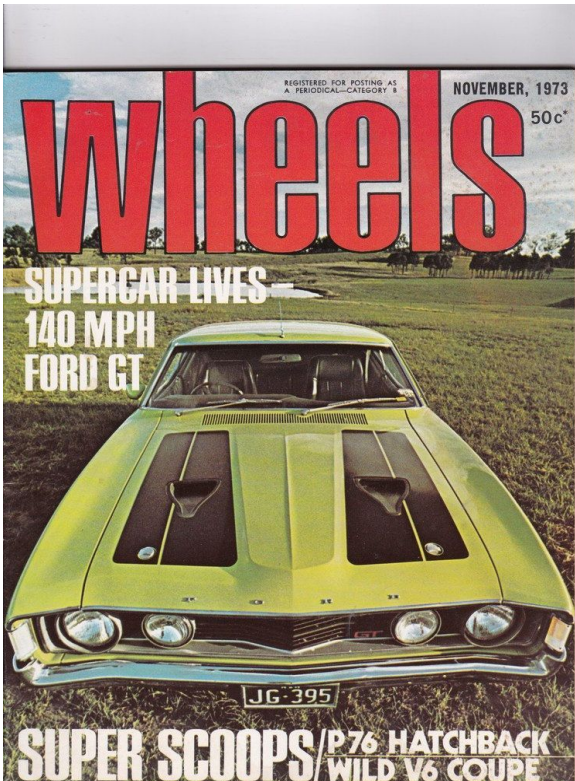
**A48 between Aylburton and Lydney GL15 6BU.
Food & coffee served from 10:00. Very large
car-park.**



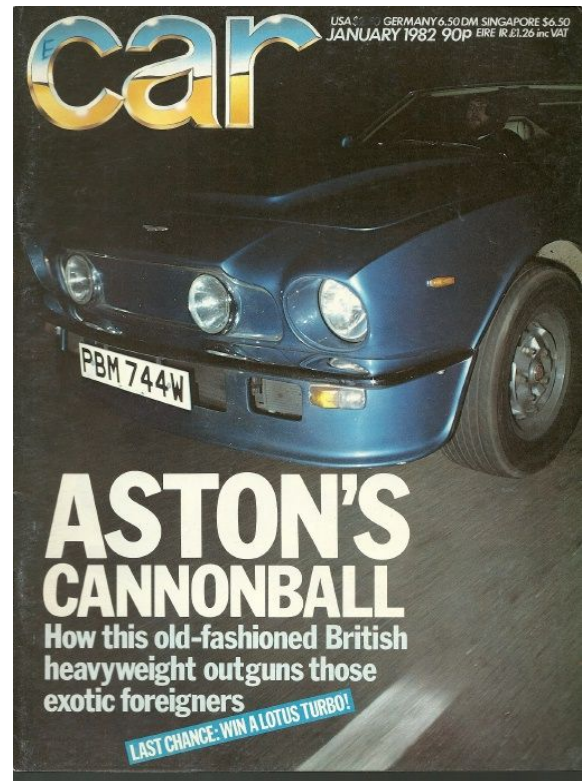
Old, exotic,
American,
classic,
vintage; all
your
treasured
wheels will be
very
welcome.



Guest Speaker AGM Monday 9th December 8:00pm



Steve Cropley, editor in chief at Autocar, has been writing about cars, car people and the car business since he joined the staff of the Australian magazine Wheels in 1972.



In 1978 he joined the British monthly CAR, and was appointed editor in 1981. During his seven-year tenure, CAR became the UK's best selling motoring magazine, later ceding that title to Top Gear.



Cropley left CAR in 1989 to start his own magazine, Buying Cars, which after two years was bought by Haymarket Media Group, where Cropley still works “very happily”. He claims to be every bit as keen on cars and driving as he was when he started 47 years ago.

BPMC 2019 Events Calendar

Date	Event	Location
Mon 14th Oct	Club Night	BAWA
Sat 19th Oct	Pegasus Sprint	Castle Combe
Mon 11th Nov	Club Night	BAWA
Mon 9th Dec	AGM & Prizegiving	BAWA 8pm
Sun 29th Dec	Autosolo	Brightside Aust Services

Backfire



Frenchman Jean Dulamon's '68 14.9 (fourteen point nine) litre turbocharged Chevrolet Camaro 'Bad Apple' creates a little backfire on a 6.096secs / 241.57mph ¼ mile run during qualifying to the National Finals at Santa Pod recently, unfortunately the event was rained off the following day.

Answer Remember When ? 2011 Pegasus Sprint