

# Backfire

**Bristol Pegasus Motor Club Magazine**  
**October 2023**



**The Middle Barton Shuffle**

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

## ***Who's Who in Bristol Pegasus Motor Club***

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## **Pegasus on the Web and Social Media**



Website – [www.bristolpegasus.com](http://www.bristolpegasus.com)



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



Photo Gallery – [gallery.bristolpegasus.com](http://gallery.bristolpegasus.com)



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



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



Instagram – [www.instagram.com/bristol\\_pegasus\\_motor\\_club](https://www.instagram.com/bristol_pegasus_motor_club)



## Nick's Natter

Well our Track Day was a success, thanks to all who came. We had a good mix of cars and many old and new members. And the BBQ and band were enjoyed by all who attended. A lot of our old Pegasus merchandise was sold at the event thanks to Coralie and we will have new stock soon. There are lots of photos on Facebook taken by Tony Smith <https://www.facebook.com/cunningplan96>

James Gaisford also took some great photos, contact him directly if you want any of your car [www.gaisfordphotographic.com](http://www.gaisfordphotographic.com)

Once again the Breakfast Meet was well attended; Ralph has put some pictures on Facebook

A few of us went to Castle Combe on Bank Holiday Monday and watched some good racing. The added bonus for us diehards is the free programme and reduced prices courtesy of the new management who so far are doing a good job. Whilst there I spotted a familiar face and managed to get a photo (taken by Scott Bolton).



I should've asked him to come and give us a talk!

My week was then rounded off with a stint of marshalling at Prescott.

Don't forget to come to our next club night when we will be entertained by the stories and anecdotes of Ian Hall.

A blast from the past. My old Alphasud (Annie) sat atop a bank at Llandow when Cherry ran out of talent!



## A selection of photos taken by Tony Smith at the Track Day:



**And a few of the photos taken by Jim Gaisford:**



# It's an uphill struggle – but a warm welcome to...

*by Jones the Speed aka Phil Jones*

Lotus #7. The disease of wanting a Lotus has spread faster than a jockey's rash and Owen is the latest victim, though I must say he's not yet displaying any nasty side effects. That will come when it starts costing him serious money...

Anyway. Elise S1s, in case you hadn't noticed, are rather pricey these days. Owen had chased a couple recently, including one in Gloucestershire with 62K on it, nice mechanically but tatty cosmetically. It went to auction and the bidding went to 16K, won by UK Sportscars in Kent. With paint addressed and a bit of interior work, it arrived back up on sale at 23K. It didn't hang around long.

Generally, anything up to 13K is Cat N and we did consider that route, but this example popped up and, for once, we were on the ball.

Its only had 3 owners in the past but, get this, it was on 217K miles. The first owner bought it new in August 1998 in Cornwall and he kept it almost 20 years and did 211K with it. The history says it has been maintained within an inch of its life by a motorsport garage down there and it had a new Ivor Searle built motor at 142K. It's also had recent new discs and pads all round and a hood refurb. Of course, it looks its age, as Elises were never intended to be big mile munchers, but it sounds as sweet as a nut and has a nice tight gear shift which is a sign that someone has kept on top of it.



Within an hour of us getting it home, Owen was ripping it apart, sorting a myriad of small issues. The engine bay heat shielding was a mess but looks brilliant now.

It might become a daily at some point, so we won't bother too much with cosmetics, but we did find an 'as new' hard top down in deepest Devon, which was conveniently on my route home one Tuesday. That should prevent it from becoming an outdoor bath in winter.

But an Elise is better than an ISA these days, so you really can't go wrong.



Mind you, the C.O contends that we don't live in a house with garages attached, but rather we have a working garage with a house attached. I have tried alternative arguments but, when the front porch and the hallway are littered with Elise parts, it's hard to win.

And it's a good job he bought it when he did, because the following weekend was Club Lotus' track day at Castle Combe. We weren't interested in doing the track bit, but we went along for an ogle and all those lovely Elise S1s would have been painful to see without having already done a deal.

The Esprit had its 'zero Chinese chewing gum' rear wheel bearings fitted and it drove beautifully, dealing with bank holiday queues and all the surrounding 'normality' as if it was a modern.

Lloyd and Owen followed in the Exige.



Whist there, we bumped into a mini-Pegasus representation of Pete, Carol and Neil, enjoyed a decently good value breakfast and looked at probably a couple of hundred lovely Lotuses both in the paddock and on track. Well worth the visit and despite horrendous traffic heading back into Wales, we made it back for Monaco GP Qualy with a glass of sherbet. Reflecting on the traffic situation, I think it might be better to resurrect the Severn Bridge toll fee...

And my favourite of the day? Amongst many I would gladly have taken home, it had to be a rare S2.2 Elite.



I am probably on my Jack Jones at this point, in terms of taste and opinion, but what the hell, I like them - I've always liked them - and this one was a Corker

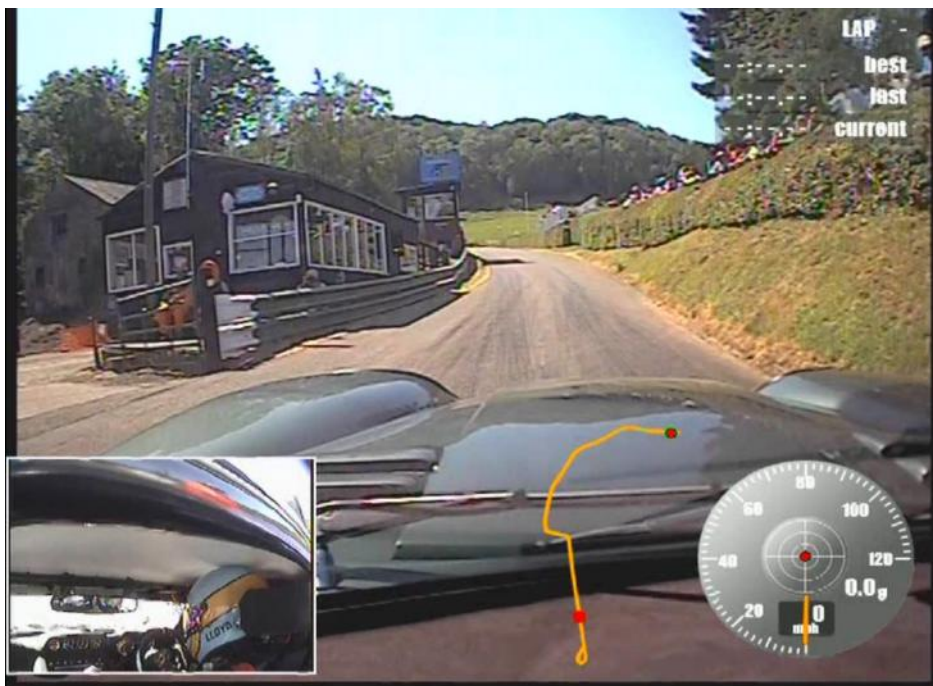


Next up was a round of the Thorne Wines MAC championship for Lloyd at Shelsley Walsh. Unusually warm and dry, the social side turned out to be more exciting than the competing side as it was concurrent with practice day for the BHC. I well remember the sitting around when my Midland Hillclimb rounds of the past landed on the same day as the BHC.



But once again there was a smattering of Pegasus folks about – Nick, Cherry and Dino enjoying the sun, while Chris sweated it out in his bright orange romper suit, and Mr Garnet pedalled the Clio hard.

Lloyd ended up 2<sup>nd</sup> in class, which was probably where he should have been. He wasn't going to catch David Rose in his equally powerful, but lighter Elan, not made easier by the fact that David really knows Shelsley and is very quick and very consistent. But the Marcos got into the 37s, so it was better than last year and, with a sigh of relief, we finished the day with zero snags. It ran like a Swiss watch.



A very evocative view and the onboard video was a great watch, except that the combination of sticky, wide Toyos and little torque meant some very high rev brutal starts.

And so, to Prescott the following weekend, where Nick and Chris were marshalling somewhere out there and I even spotted Nick's sister in the paddock. Pegasus is omnipresent these days!

Dire forecast warnings of thunder and heavy rain turned into a burning hot, humid morning. The Marcos managed a high 56 on its first run which was slightly quicker than the Elan 26R and the G4 but behind a TVR Vixen. Lloyd was aiming to get close to, or match, the Mantis time of 52 but, it wasn't to be. The second run came up on the timing board and the C.O. and I stood in the field at Ettore's ready and waiting, but nothing happened. Well, it did for Lloyd, as he got a nasty noise from his 'rear end' (as it were) just after the start line.



It got pushed back to the grass at the side and that was the day over and done. It made a nice setting for a photograph, but that's about as positive as we can be. Another one on the 'fix it' job list and an equally nasty noise from my own rear end, where my wallet is to be found...

Now, where was that Korean Mum Truck EV price list that I mentioned?

## Political Corner – *Bristol Screw the Motorist Plan* by *Bob Bull*

There is a prize for anyone who can find anything in the Bristol Transport Plan that will benefit Motorists!

“The A4 Bath Road between the Three Lamps junction and Callington Road would then only allow buses and bikes” Says it all!



### Bristol City Council Strategic Transport Plans Update

Adam Crowther  
Head of City Transport BCC



## GT40 Update

*by Bob Bull*



These go goodies currently traversing the Atlantic

Block checked over, all good.

Modifications made to the block to cater for a longer throw crankshaft, involved removing material from base of cylinders to allow con rods bolts to clear.

Block washed and cleaned and oiled all over with WD40.

Material removed from oil pump again due to extra throw on crank shaft.

Dry assembly of Crank and Rods to determine bearing clearance with plastigauge and end float. All good.

Measured piston to deck clearance to allow calculation for Compression ratio. (looking for 10:1) and determine the head gasket thickness.

Piston rings checked and gapped (these are file to fit rings, so I have matched each ring to each bore.)

Disassembled and delivered to ANDERSON RACING (Frank Anderson) for crank, flywheel, clutch pressure plate and harmonic balancer to be balanced.

Collected said parts and quite pleased as crank was within 3 gms flywheel a couple gms, clutch 4 gms and harmonic about 2 gms.

Considering this is 'mass produced' kit and made in THE USA very good quality...

Fitted camshaft (easier to fit before crank) and rear thrust bearing. Fitted temp drive sprocket.

Inspected hydraulic cam followers , disassembled / oiled and re assembled.....

Interesting that one of the sixteen had 2 steel oil bypass valves stacked on each other... probably not cause an issue but glad I checked and rectified.

Rear and front uprights checked over / cleaned / degreased and painted up.....



Check out videos at [https://www.youtube.com/watch?v=\\_DoqrMyj1es](https://www.youtube.com/watch?v=_DoqrMyj1es)

## **A warm welcome to our new members this month:**

Logan Evans, Jack Floyd, Rory Jackson-Dooley,  
Henry Edwards and Mark Hall

*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*

A club trip, very many thanks to Nick for organising and Martin for driving the minibus; seems a lifetime since we last had an adventure like this, I hadn't previously been to Mercedes World but had enjoyed Brooklands on several occasions however previously the latest 'improvements' had not been finished so was looking forward to seeing what had been done.



First stop was Mercedes World; just a very large dealership with test track, skid pan and simulators along with, naturally, dozens of Mercedes Benz cars including the AMG versions, though none had a price tag on the description. In amongst them all were some rather historic cars, they were the best bit for me, to be able to get close to some iconic Benzs'; loved the Pagoda 450SL and the '30s saloon, also spotted a gem in a rare '60s autobahn cruiser, just beautiful. In the SLK room the Gullwing, red with red wheels was too red for me and spoilt the aesthetics of a wonderful bit of kit, but I suppose if that's how they were in the day.....then again I don't think I have seen others in anything other than silver.



The 3D deconstructed F1 car is truly a work of art, we debated how difficult it had been to get the hangers in the correct positions, and also pondered whether the V10 F1 engine would fit into the MX5 engine bay.

A stroll across the road into Brooklands, the one thing Nick had not arranged was the weather, but it didn't spoil a super day, was shocked to find that we could no longer walk climb up the iconic banking, so disappointing. The Flight shed was interesting, couldn't help but feel, as in other museums, that the exhibits were a bit too crammed in.



Lovely to see the Hurricane, climb through the Wellington bomber, must have been a nightmare operating them, what brave young people we once bred. The BAE Hawk stopped me; to reflect upon the work I have done on these and other versions during my working years and that it was all at an end for me. Nothing could have prepared me for the Brooklands Aircraft Factory, truly amazing to walk through the skills of Aircraft design and

manufacture over the decades. Not only machinery and tools but also volunteers demonstrating or explaining some dying arts, loved it, and of course the Loch Ness Wellington is the centrepiece of the hall, am just amazed how complete it is and the intricacy of construction with the skeleton exposed, the star of my day.

The McLaren Driven by Design exhibit was new and I adored the Lego 720s, quite a construction but not sure I could even afford that. The Fastest on earth and racing sheds displayed some magnificent machinery, who doesn't love the Napier-Railton? And the other crafted machinery of that era?



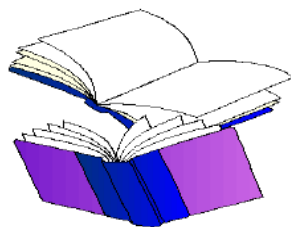
And I will never tire of looking at the beauty and world beating engineering that is Concorde.



A stop at a smashing pub on the way home, excellent ale and meal, not forgetting the cheery banter that had been ongoing all day. A fantastic bunch of companions and a smashing day out, many thanks to all.

Finally, I have to say sometimes I am incredulous at the world in which we live; visited a well known chain, coffee shop in Frome a while back, 2 girls serving and cash only as the electronic till had let them down. By the time I had ordered 4 items had mentally worked out the price from the board behind the counter, one of them found a pen and paper and after a moment or three came up with a price, no said I. Called her mate over and again they tried to work it out, another no from me. Funny that they accepted so readily that they were wrong, finally the calculator on a phone is pulled into action and still the figure was incorrect, heck just in case I had mentally checked it several times by now. Finally, I laid the correct money on the counter, asked them if it was correct, they didn't count it, just confirmed it was, I drank my coffee despairing, mind you the coffee was pretty poor too.

## Help raise funds for Wiltshire Air Ambulance



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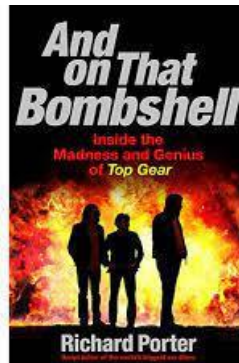
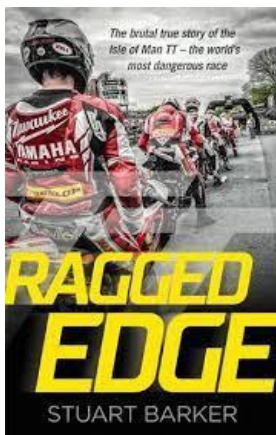
## Reading Room

### *by the Editor*

A new feature for Backfire. A place where you can review motorsport books '*what you've read*'.

I've just finished reading 'Ragged Edge: the Brutal True Story of the Isle of Man TT – the World's Most Dangerous Race' by Stuart Barker which is about the history of the TT and its riders. It is very well written and informative, and I would recommend it if you're a TT lover. It is a lot better written than his book about Joey Dunlop which I found hard going in places as there wasn't much humour in it.

I was also pleasantly surprised when I read 'And on that Bombshell: Inside the Madness and Genius of TOP GEAR' by Richard Porter who was the script writer for the old Top Gear. This is an amusing and enlightening behind the scenes look at what made Top Gear so popular and the world's biggest car show. Fans of the 3 amigos will enjoy this.



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

**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

# FROM THE PHOTO ARCHIVES

by Pete Stowe



This year is the 100<sup>th</sup> anniversary of Triumph cars, and the 70<sup>th</sup> anniversary of their TR sports cars.



A selection of archive images of Club members in their Triumphs



## TR2

Tom Jones  
1961 Driving Tests,  
Patchway

**Dolomite Sprint**  
Chris & Alison Bennett  
1987 Castle Combe track  
day



## 2500 PI Mk.1

Fully stage rally prepared  
and fitted with 150 bhp TR6  
engine.  
Peter Fisk  
1991 Pegasus Sprint



**2500TC Mk.2**  
Warwick Fortescue  
1992 Testing Trial  
Compton Dando

**TR7**  
Steve Small  
2006 Pegasus Sprint



**Spitfire**  
1100cc engine built by  
'Sprinzel'.  
Alan Spencer  
Late 1970s Bath Festival  
Rally, Russell Boulton  
navigating.  
*"the car was eventually totalled  
by an Austin Cambridge in a  
Devon country lane, it ran into  
the back and squashed the  
rear end"*



## *At the Pegasus Sprint*



**TR4**  
John Weedon  
1994

**TR6**  
Graham Howard  
2010



**TR7 V8**  
Rod Warner  
2010

# The Start of Sprint Racing with our Historic Drag Bike

*by Chris Hartnell & Claire Meadows*

We have run our “Backdraft” nostalgia slingshot dragster since 1995, which has been a young boy’s dream come true!



But not many people know that my first love was motorbikes!

I’ve had several since the age of 9, but got my first road legal bike at the age of 16, as shown in the photo!

Being in the drag racing scene, I often watched runs of the nostalgia drag bikes of the National Sprint Association, both at Shakespeare County Raceway, and more recently at Santa Pod Raceway.

I have wanted to buy one for a few years now and had been looking out for bikes on sale, and then was going to have one built, when a really nice one came up for sale. The bike had been owned and run for about 10 years by Tony Pettitt, who ran it at places like Westonzoyland and Dakota Raceway in Smeatharpe. We went and had a look at it last November near Weston-super-Mare and I bought it straight away, collecting it a few weeks later!



The frame was originally built in 1976 by veteran bike builder John Clift, who is a ‘British Drag Racing Hall of Fame’ member. It is his frame # JC21! The bike was originally built for Mick Warne.

The story goes that Mick's regular twin-engined bike 'Big Blue' was not available at the time due to being booked for a show and he needed a bike to run for the Easter meet at Santa Pod. The bike was completed in about 4 weeks, running a blown W.R.E. 750cc Triumph motor.



It was named 'Jus' Blue' and debuted at the 'Spring Nationals' at Santa Pod in April 1976! Mick ran numbers of 9.90 @ 141mph in the Senior bike category. What a coincidence that debut is, as that was the first drag race I ever attended, at the age of 15!!

The last owner Tony had installed a Honda CBR400RR, from the mid 1980's. His best times with the bike were 12.361 @ 112.78mph. We bought the bike from him with quite a few spares. Since November, I performed several modifications on it, such as modifying some of the brackets and putting an engine-turned effect on them. I modified a new header tank. I redrilled the rear sprocket and installed it with new bolts and bushes. I made a new bracket for the nosecone. I installed a new drive chain. I also had the nosecone and rear bodywork painted in my usual red metalflake, by a good friend Allan.



Thanks to him for doing a superb job!! We had some gold refractive stickers made, and have named the bike "Backdraft Two"! Two reasons for this: the second of our drag racing machines, and also that this one has two wheels instead of four! (Though many people say I only use two wheels on the dragster some of the time!). I also acquired a small open bike trailer and extended that to the length of the bike.

I managed to find a cool set of used one-piece leathers off ebay. They were red, white and blue in a crazy sort of pattern, in the Frank Thomas brand. I even managed to buy a helmet which nearly matched them, from Fowlers in Bristol, and a special anti-mist visor.

I joined the National Sprint Association (NSA) and the Straightliners, and acquired my NORA licence to be able to run at various events. I had been hoping to run at Westonzoyland, but sadly found out at the NSA AGM that the track had to close, due to one of the owners passing away and the selling on of some of the land! What a shame!!

But still, there are quite a few events that the bike is eligible for! I was really looking forward to running it and the Bristol Classic Bike Show in Shepton Mallet back in February really spurred me on, after having another chat with Dave Massam, and later e-mailing him about numbers. I had asked for a number containing a 6, as that is my number with "Backdraft", and wondered if number 76 was available, as that was both the year the bike was built and my first time at a drag race! Luckily it was! So we were all set, bike #76, to run in Class 5 (for 400cc machines). We duly entered for my first event with the bike, a one-day event on 22<sup>nd</sup> April at Dakota Raceway in Smeatharpe in Devon for the 'Drag & Drift' event.



On the day of the event, I loaded up the dragbike on its trailer and hooked up to Claire's C-Max. I loaded all the gear in the back, and a toolbox that I had prepared with all the expected specific tools that we would need.

Claire and I set off for the 62-mile journey at about 8am, just us as rider and crew.

The weather forecast had not been good at all, but we were still hoping to at least practice the new procedures, get signed on, go through scrutineering and familiarise ourselves with the new routine! Anything else would be a bonus!

We arrived at the track around 9am and made our way to a clear spot in the pits. The site is well organised, with all the cars on one side of the pits and the bikes on the other, with the drifting taking place at the far end of the old runway. On arrival we were greeted by officials, who made everything so easy for us! They brought us the signing on list, and pointed us to the scrutineer, just 30 feet away! We got unloaded easily and I got suited up and took the bike and the rest of my gear to the scrutineer! I was pleasantly surprised when the bike passed easily, with only the proviso of getting a couple of spokes tightened up and wirelocking the oil filter (which I did straight away). Then Claire signed on as crew and I attended the rider familiarisation meeting, which was good, as I had never been to the track before!

It was great to see good friends Wayne & Janet Schreier who were working on the timing crew. They had worked at Shakespeare County Raceway for many many years! They were so excited to see me debuting the bike! Great to also see Jerry Cookson, longtime drag racing historian and writer for decades, as well as Keith Lee, who has been involved in the sport since the 60's and has taken tens of thousands of photos over the year and written some great books on the subject, including some specialist ones on drag bikes.



We went back to our pit area, and, as it was surprisingly still dry, I suddenly realised that that was it! In fact I would really be running shortly!!!

I started preparing the bike and ran it up for a few minutes to warm it up. We then headed for the queue, with Claire bringing the offboard starting battery. Throughout the day there, we only ever had to queue for about 10-20 minutes!

A very efficient system, with at one point the cars having half an hour of running time from their side of the pits, and the bikes then having half an hour running time from our side of the pits!

The time soon came for my first ever run! Claire attached the battery and I fired up and moved forward. The bike lost fire, and we repeated the procedure. I then moved towards the starting area and got lined up ready to stage the bike. The lights were run and I left the starting line. Well, my special anti-mist visor instantly misted up!! I could barely see more than half an inch width through the gap!! Oh boy!! I just had to toodle up the track slowly, watching for the cones along the side! Then slowly turn round at the top end. The clocks actually timed out at a default 64 seconds! And the speed came up as 13.20mph!! But it was great, as I had actually made my first ever run on my dragbike!!








I had to change down the gears manually, as the adjustment wasn't quite right, so something to modify for next time! I rode back to the pits and Claire was waiting with the bike stand. I prepared the bike for another run! Hoping the weather would hold out!

Chris plans to run in the next event at Smeatharpe on 30<sup>th</sup> September, and hopefully at Santa Pod in mid October. He hopes to do more NSA events in the 400cc Class 5 as often as he can!

**TO BE CONTINUED**

## 2023 F1 Calendar

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

## Bristol Pegasus Fantasy Formula One 2023

### *Positions after Italian GP*

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	1136
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	1105
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	1104
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	998
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	928
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	926
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	923
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	897
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	888
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	841
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	831
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	799
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	770
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	764
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	762
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	749
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	745
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	743
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	738
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	731
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	718
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	714
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	707
Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	701
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	690
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	677
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	667
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	628
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	618

Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	606
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	596
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	574
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	562
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	503
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	481
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	466
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	456
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	445
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	441
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	436
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	411
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	381
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	354

**BREAKFAST MEET - PETROL & STEAM**  
**Sunday 24th September at Dean Forest Railway,**  
**Forest Road, Lydney GL15 4ET**  
**from 0930**

**All types of transportation welcome**  
**Food & Drink Available**



# **CLUB NIGHT MONDAY 9<sup>th</sup> OCTOBER**

## **TALK BY IAN HALL**

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



Ian Hall long-time BPMC member will be giving a talk about his racing career and adventures in his Darian GTR. He has had over 50yrs within the sport and has many tales to tell of cars, circuits and fellow competitors.





## PEGASUS SPRINT SATURDAY 21<sup>st</sup> OCTOBER CASTLE COMBE CIRCUIT

By the time you receive this copy of Backfire the entries will be full and the reserve list will have been started.



If you're not lucky enough to get an entry please come along and spectate there's plenty to see. Or you could volunteer to marshal!



Final Instructions will be sent by email by Wednesday 11th October 2023. This will include a link to a sign-on form that will need to be completed electronically by Monday 16th October 2023. If this is not fully completed, the competitor may be excluded from the event.

## Endpiece

*by Martin Emsley*

Something really interesting that we saw at Dragstalgia; an old Skoda which appeared to have a V8 mounted in the rear, unfortunately we were not able to find any information about it



## ***DAVE CUTCLIFFE AND HIS NEW CAR***



## ***AND MIKE RUDGE IN HIS NEW CAR***



# ***BACKFIRE***



***The Michelin Man otherwise known as Bibendum, was created in 1894***

## 2023 Events Calendar

Sunday 24th September	Breakfast Meet	FOD Steam Railway
Monday 9th October	Club Night Talk given by Ian Hall	BAWA
Saturday 21st October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	FOD Steam Railway
Monday 13th November	Club Night	BAWA
Monday 11th December	AGM & Club Night	BAWA

**DEADLINE FOR NEXT BACKFIRE  
NOVEMBER 5th**

**Contributions welcomed.  
email [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) by the above date**