

Backfire

Bristol Pegasus Motor Club Magazine



Jasmine Davies makes her 500 F3 debut BPMC 75th Anniversary Celebration
Photo Jim Gaisford



September 2022

Bristol Pegasus Motor Club

Club Motorsport at its best



Recognised
Club

Member of:

Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

Who's Who in Bristol Pegasus Motor Club

Vice President – Dick Craddy dick.craddy@bristolpegasus.com

Vice President – Bob Hart bob.hart@bristolpegasus.com

Committee

Chairman – Nick Wood chairman@bristolpegasus.com

Treasurer – Martin Baker treasurer@bristolpegasus.com

Secretary – Tim Murray secretary@bristolpegasus.com

Membership Secretary – Bob Bull membership@bristolpegasus.com

Child Protection Officer – Chris Thompson chris.thompson@bristolpegasus.com

Website Officer – Richard Reynolds webadmin@bristolpegasus.com

Magazine Editor – Ralph Colmar backfire@bristolpegasus.com

Committee Member – Sam Thompson sam.thompson@bristolpegasus.com

Committee Member – Ben Bishop ben.bishop@bristolpegasus.com

Other Club Contacts

CMSG Rep – Alan Spencer alan.spencer@bristolpegasus.com

Archivist – Pete Stowe pete.stowe@bristolpegasus.com

Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



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



Photo Gallery – gallery.bristolpegasus.com



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



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Contents

Nick's Natter

Editorial

2022 Events

Invitations

Track Day Castle Combe 30th July

75th Anniversary Castle Combe 30th July

75 and still going strong

500 F3 Castle Combe 30th July

What Goes Around Comes Around

Breakfast Meeting Dean Forest Railway

Bristol American Car Show

It's an Uphill Struggle

Club Facebook Group

X2s Sportscar project

Fifty Shades of Red

Fantasy F1

2022 Calendar

Petrol and Steam

We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

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



Nick's Natter

Well I'm pleased to report that the Track/Anniversary day was a huge success. Everyone who attended had a great time. We've had lots of lovely feedback as you can see on Facebook and a fantastic video done by *caprivlog*. The general consensus is to repeat it all again next year! The Hog Roast was excellent as was the band which rounded off a brilliant evening with many attendees dancing the night away. The night ended with further drinking around the camp fire. Marcus from the Tavern provided us with an outstanding breakfast Sunday morning which helped the hangovers....

One such reveller:



Nick Wood

Editorial

Welcome to September's edition of Backfire !

By the time you read this August will have flashed by but our printing schedules mean this issue will keep you abreast of some of the events that occurred in July, the big event of which was our delayed 75th Anniversary and Track Day.

The day was a huge success for everyone who took part thanks in no small part to the committee organisers, the marshalls, the staff at Castle Combe and not least all the members and club friends who brought a fabulously eclectic array of machinery along that encapsulates the spirit of the club.

July also saw me sprinting at Lydden Hill one day and hill climbing at Shelsley Walsh the next, with a 60th Birthday party to attend in Bristol twixt the two events !

As I have already hinted we will have to discontinue the printed version of Backfire unless someone would like to come forward and take over printing and distribution of around 70 copies per month. Please contact any of the committee members listed on page 2 of this edition if you would be interested in taking on the responsibility.

This month's Club meeting at the Plough in Pilning will be at 7pm on Monday 12th September and the Clubs Breakfast Meeting at Forest Dean Railway will be on Sunday September 24th.

With luck I will be catching up with everyone at Dean Forest Railway at the end of the month.

Thanks for contributions to this month's issue from Dave Cooper, Claire Davies, Oliver Dent, Martin Emsley, Jim Gaisford, Phil Jones, Tim Murray, David Turner Nobbs, Richard Reynolds, Nick Wood and Stuart Wright.

Wishing you all a safe month's motoring !

Ralph Colmar



Events

Monday 12th Sept - Club Night - Plough at Pilning - 7pm

Saturday 15th October - Pegasus Sprint Castle Combe



Entry details are on the Bristol Pegasus website :-
<https://bristolpegasus.com/events/pegasus-sprint-2022/>

Marshals are also being sought to help run the day. In return for your time you will be rewarded with a free lunch and a bottle of wine, please contact Cherry Robinson if you would like to help out.

Invitations

Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

- 02-Aug John Cleland - His Motor Racing Career
- 06-Sep Tom Falconer (TBC) - LOTUS & Chevrolet Corvette
- 18-Oct Ian Doble - "LOTUS Cars, Engineering and beyond"
- 01-Nov Henry Mann - Alan Mann Racing
- 06-Dec Ivan Dutton - His cars and new racing protege.

Track Day Castle Combe 30th July



Volvo Amazon



Stuart Samson - Austin Mini Clubman



Toyota MR2



Lotus Elise



Porsche 944



Ford Escort Mk2



MG ZR



VW Golf MkII

Photos David Turner Nobbs more on the BPMC fb page

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

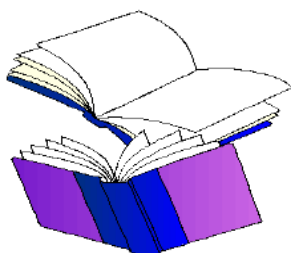
Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- **alan49spencerATgmail.com** 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



Sweatshirts & polo shirts are available in the following colours and sizes:

White, grey, light blue, royal blue and black - S, M, L and XL.

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**

75th Anniversary Castle Combe 30th July



Chris Hartnell - Backdraft



Tracey Ewan - Harrier



Duncan Pittaway - Bugatti T35



MG 18/80



MDA GT40 Mk1



McLaren M18/5



Van Dieman DC93M



Darrien Wildcat

75 and still going strong

Well, what a day that was, one of the finest days I have ever spent at Castle Combe circuit, indeed one of the best motorsport days I have had the good fortune to attend. It could not have happened without the enthusiasm, drive and energy of the organising team so ably lead by Nick "The Human Dynamo", also it would not have happened without all the lovely people who came to take part. Truly a great celebration of The Bristol Pegasus Motor Club's 75th anniversary (albeit little late, we all know why) and I understand the evening events were much enjoyed too, was sorry that I had other plans having just moved house.

Heck, Nick has so much influence he even organised near perfect weather conditions. The Track Day part appeared very smoothly and seamlessly run, driving standards looking impeccable (from what I saw) and a good variety of interesting cars burning up the asphalt.



I of course took a special interest in Charlie (My eldest daughter) who was piloting her Eunos Roadster confidently, before anyone else says it, I too think she is a better driver than me! Ralph was organising the MX5 contingent to get a group out together, that looked like fun and I do hope that there were some good group photos. Was simply blown away by the way Terry handled his Cummins

Railton replica around the track, very rapid and neat.

Walking around the paddock I could barely go a few steps without bumping into someone for a chat, having not seen some friends for quite a while, was really nice to spend time with Ian Hall and Chris Hartnell, but to my regret there were many others I saw whom I didn't get to hang out with, and with some just great to get a greeting.

The other 'problem' was the variety of vehicles, you did us proud, too many to admire and discuss, where to start? The track day cars were varied, the club owner's display great, F500 cars just amazing and hot rods simply incredible, and there we were all sharing the same passion, seems a long while since we did anything similar though the Lydney breakfast meets have come close.

Then again what about the bonkers Abarths, TCM deserves a special thanks for organising them, got the impression that quite a few people found them fascinating, almost forgot the competition cars including 2 F5000 beasts. Fabulous to see Ian Hall and Dave Cutcliffe on pole position with their home-built machinery and a highlight for many was Chris Hartnell firing up 'Backdraft'. Am going to apologise for

all I have missed but it was simply amazing, not enough time to do it all, and I loved it.

My highlight though was riding shotgun with Dave Hensley in his magnificent 7 litre Ford GT40 replica for all the lunch time parade runs. It certainly has some grunt, is rather quick and Dave does a very tidy job of hustling it around the circuit, didn't count how many laps we did but we were at it for almost an hour, with brief interludes. Was delighted my 6ft 1in frame fitted in and was surprised how easy it was to enter and exit, think drivers' side would have been a different story. Was quite comfortable though it did get rather warm, after a while, and the aroma of fuel was constant.

The whole atmosphere felt very relaxed but with a great deal of fun and enjoyment ongoing, thank you to one and all for your efforts, it was brilliant! How about a 77th anniversary event next year?



Martin Emsley



Club Chairperson Nick Wood prepares to lead a display of Abarths out in TCM's extremely rare Abarth Simca

500 F3 Castle Combe 30th July



JBS



Cooper



Staride



Staride



Stuart Barnes Iota 1.01



Timothy Densham WHD - JAP



Cooper



Roy Hunt - Martin Norton

What Goes Around Comes Around

One of the many stories to emerge from the delayed 75th Anniversary Celebration came courtesy of Ollie Dent, who told me how his 16 year old niece Jasmine came to make her 500 F3 debut on the day.

The story starts with a 14 year old John Dent who, primed by the writings of John Bolster, back in 1950 saw flyers attached to telephone poles advertising the very first race meeting at Castle Combe in July 1950. Despite some misdemeanour, John's Dad got him a ticket to attend.

After cycling over from Bristol John was completely captivated by Stirling Moss's performance in the opening 500 F3 race and was determined to one day have a go himself. The following year he left school and after training to become a farmer he soon took over a farm. In the 1960's armed with a cheque book and a bank manager, John found himself with the opportunity to buy a 500 F3 for £50.

Unsurprisingly John's enthusiasm for 500 F3 rubbed off on his son, Alistair and Grand sons Ollie and Mark. 72 years after John attended that first meeting at Castle Combe the Bristol Pegasus Motor Clubs delayed 75th Anniversary Celebration provided the perfect opportunity for great granddaughter Jasmine to take the wheel of the family's Green Hornet for the first time.

Jasmine enjoyed herself so much she went out a second time, meanwhile younger sister Isobel who was looking on can't wait to get her chance to take the wheel.

Unfortunately John, who still competes in the 500OA Speed Championship, had to miss the event to look after his wife, I am sure you will all join me in sending her best wishes for a full and speedy recovery.



Photo Claire Davies

Breakfast Meeting Dean Forest Railway 31st July



Mercedes Benz 250CE



Chevrolet Corvette



Ford Prefect



Ford F100



Raffo Belva



Peugeot 309



Triumph Acclaim



MG-F

Bristol American Car Show



Plymouth Road Runner



Cadillac deVille Speedster



Chevrolet Corvette Roadster



Fordson Major



Hillman Super Minx Convertible



Chevrolet Bel Air



DeLorean



Ford Torino

It's an uphill struggle....

...has anyone seen my nuts?

This is as close to an action shot as you will see from our visit to Prescott in June. We did get the shower cap off, but that was the sum of the excitement.



Having got the car to Prescott on Friday afternoon, despite the best efforts of road works, we rolled it off the trailer and tucked it up for the night.

Come Saturday morning, the scrutineers were a fair while away, so we elected to fire it up and get the oil warmed through. After quite a bit of churning, nothing happened.

I then spotted no fuel pressure and, recalling TCM's words of wisdom some years ago with the blue Abarth 1000TC, we suspected that it was the effect of the incline on the fuel pick-up. So, we poured 10 litres in and, behold, we had fuel pressure. But it didn't fire. Hmm.

Plugs out for a wipe up just in case they were wet – a bit of a paradox after not having enough fuel to start with – back in and...it didn't fire.

Checked the rotor arm and cap and they were 'used serviceable' but unlikely to be the cause and we had a spark. Our next-door neighbour, David, kindly suggested we try his spare coil in case ours was getting a bit limp...

So off I plod to the field to recover his new coil. Which had different terminal studs, so we needed to use his fixings. And it's awfully tight down there by the coil and, a finger fumble later, a terminal nut had dropped through onto the grass. I peered down through the engine bay, but I couldn't see my nut...

After a crawl about on hands and knees, neither Lloyd nor I could find it. A wave about with the 'magic' magnetic wand didn't tun it up either and nothing in my toolbox matched it. Then friends and fellow competitors came over to see why people were crawling about on the grass.

At one point, we had a 'Pythonesque' moment with 5 people all crawling about on the grass. We found other nuts and washers, but not this one. Its bit like going river fishing and then catching a Tesco trolley...or worse.

Anyway, Stallard Snr wondered over to see what this new game was about and asked if he could also play. Turns out



he also had a spare coil, also over in the car park. Off he went, bless him, returning with a coil which had the same size terminals as David's.

So, we pinched his nut (I knew it was going to sound awkward as I typed) and fitted the coil. And...it didn't fire. Tried a new plugs. And it didn't fire. Last attempt was to go back to fuel and whip the inlet pipe off the carbs and, sure enough, we had fuel.

At this point Lloyd had missed 2 practice runs and we had been crawling around for 3 hours. Time to go home...but not until we had sunk a bacon and sausage baguette each. Lovely. We are all God's children and all of us are successful at something. For me, it's complete mastery of a bacon roll. And pretty much only that.

Once back in the garage with a cup of tea, out came the multimeter. We considered whether the electronic ignition module was somehow at fault and, with a little help from YouTube, managed to rig up a test, using a jump start pack and a voltmeter. The next day I called the manufacturer, who was very helpful, but, after much debate, it seemed unlikely to be the cause. So, with the electrics apparently exhausted as a source of the problem, the search returned to fuel and a top end carb strip to check the operation of the floats and needle valves. There was fuel in the chambers, at a decent level, so it had made it that far. A jet and fuel filter clean followed and there was some very minor evidence of debris, so that *might* have been the original issue, though it was hardly conclusive.

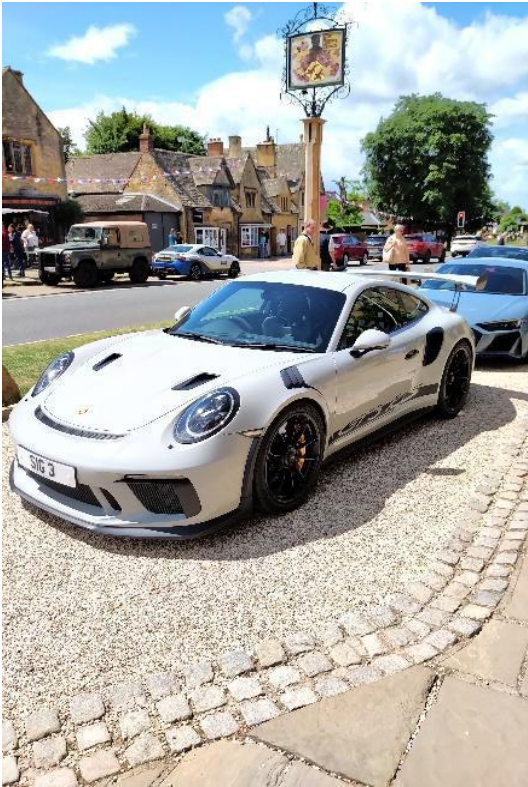
With all the wire swapping and testing I managed to bugger up the electronic module, so I had to wait for a new one to arrive (very quickly as it happens). I then managed to drop the tiny baseplate nut into the distributor and the magic magnet wouldn't go there so, distributor out and shake it all about until my nut dropped. Matron, etc.

After re checking the timing and then the coil feed, 'vroom', off it went. We were back in business and off to Shelsley for the next round.

Away from the track, the C.O. and I journeyed up to Kent to collect a new Fiat 500 Hybrid. Why would I go all the way to Kent? Because Thames Motor Group was the only dealer with a choice of new stock and, even better, discounted. The word discount doesn't often feature in these 9% inflation times but, with a bit of effort, I tracked down the exact spec that my daughter was after. In the end it was a 360-mile round trip, but, at least, the little Fiat managed to get the first 180 miles on it. At 62.8mpg. Yes, you read that right.



Outside the house, it now looks like a rental pick up point at an Italian Airport...



The week was (almost) completed with a visit to the Goodwood Festival of Speed (more anon), followed by 7 hours of button pressing in the tower at Llandow. By Saturday evening, I was ready for a glass of Vino de Collapso and a lazy Sunday...

But no, Sunday was up early for a drive to the Cotswolds to treat an old mate and his wife to lunch to celebrate (?) his upcoming 60th Birthday. I was so knackered that I couldn't be bothered to extract the Lotus Elan from the garage, buried in a pile of parts and tools being used on the Marcos, so we went in the trusty Wing Commander as usual.

Morning coffee in Broadway – helped along by a row of decent cars outside the famous Lygon Arms Hotel – was followed by lunch in Stow and more nice motors. Oh, the joy of being a car enthusiast –

never stuck for amusement.

Jones the Speed



Lloyd and Owen took the Rallye 128 to the delayed 75th Anniversary Celebration where they found a Familiare 128 sibling.

Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Photo's from our Track Day
- Photo's from our delayed 75th Anniversary
- Pegasus Sprint Updates
- Event invites



NEW : You can now view the group without Joining facebook.

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

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

Motorsport UK RS Clubman licence



Renew or Apply for your free 2022 Licence now !

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

Online Application for the FREE RS Clubman licence begins here:-

<https://rsclubman.motorsportuk.org/>

X2s Sportscar project – Rear Wing progress



During the warmer summer months, workshop temperatures are regularly in the ideal 20 to 25 Centigrade range. Ideal, that is, for some carbon fibre work. Having made the wing's structural 'skeletons' from wood and aluminium tubing some time ago, we now filled in the gaps with foam and structural filler to bond the ribs /spars together. Then starts the hard work of finishing sanding and shaping...before final clothing in 199g carbon cloth.

To assist with the accuracy of cross-section, I made some male /female templates for the mainplane's wing flap. The upper wing section is a modified "Eppler" section ('205' if I remember correctly), whilst the flap forms a constant-geometry throat. In an F1 car, the flap is currently an 'open-or-shut' affair controlled by the DRS system. For us lesser mortals it can be adjustable – either in fixed steps or continuously variable. However, it cannot be adjusted whilst the car is in motion. At least, that's what the rule book says ! (Due to aero-elastics they nearly all move to some extent). The lower plane is in fact a 'diffuser driver' and is of my own section design. It seemed to work reasonably well in the wind tunnel (at 10% scale) but there was some turbulence present. Perhaps, a few vertical fences will sort this out.

A bit of theory : If you want to move from tunnel data, at a particular scale, to predict "full-size" working you can use the 'Buckingham-Pi' theorem. This should work for 'low-speed' aerodynamics (up to 300 mph). Alternatively, if you have full-size data – say, from a data logger, you can use the "Navier-Stokes" equations to predict performance changes. Actually getting all the data you need to populate the terms of the equations isn't easy....a word of warning though, as the car gets closer to the ground things change ! The airspeed can go sonic and /or completely choke itself off. Turbulence and other vortices add to the problem and the maths becomes extremely complex...All-in-all, best to avoid this if you can. I'll be trying to maintain a minimum 10-15mm 'chassis-to-ground' clearance at all times.



Of course, any downforce generated at the rear of the car - summed with that of the undertray, must be balanced by frontal downforce. Again, it's best to make this adjustable. On the Sportscar, we use inverted NACA ducts for stability together with an adjustable splitter (I was at Le Mans in 1999 when the cars were taking off on the Mulsanne – it was quite alarming to watch, but proved to be the inspiration for this design).



In designing the aero platform for the car, I took into consideration the range of expected speeds. From personal observations and experience a Sprint /Hillclimb car does not spend much time below 50 mph, or, above 100 mph. So, the wing sections and chords (widths) were chosen to optimise this range. Wing spans (lengths across the car) are usually defined by the technical reg's.

Dave Cooper BPMC

For Sale



Project for next session anyone!

Hillclimb/ Sprint Jedi, MSuk Log booked 1992, Suspension stripped re-welded, full body kit and rear wing, new undertray, needs reassembling. Yamaha R1 engine. Would take road going classic (in need of refurbishment) as part exchange WHY ring/email Alan Spencer :- alan49spencerATgmail.com 01179 712587

50 Shades of Red



The morning after the Llandow Sprint I popped across the Severn Bridge to the Cross Hands Hotel where Alex advised me there was an early start for a Classic Meeting. I was not disappointed, the star car was a blue Jenson Healey with a raucous Lotus twin cam engine, developed in the Lotus 62 racing car.

I couldn't stop for long because starting on the other side of the Severn was our own Breakfast Meet at the Dean Forest Railway. I caught a bit of the Chipping Sodbury Classic Car run on the way. After a breakfast roll and a behind the scenes peak at an ex Longmoor Military Railway Hunslet 0-6-0 Pete Goodman and I headed up to Parkend where we had a Marshfield ice cream.



From there we drove up to Gloucester, Pete then headed south to Bristol while I continued east towards home on the country roads. All was going well until I turned onto the A40 from the A436, I blasted past a slower car going up hill and shortly after returning into the left hand lane on the upward left hand sweep I heard a dull thud from the engine bay and immediately

the red engine warning light came on, I managed to safely get the n/s wheels off the road before rolling to a halt and switching the engine off.

Closer inspection revealed that the alternator belt had snapped and torn the induction cooling pipe off the front engine connection. Glad that this had happened at the end of my holiday, rather than at the start, I called the RAC who came a couple of hours later. The chap reconnected the cooling pipe, separated what remained of one of four strips of the alternator belt off and topped up the engine with water. He then followed me to the next safe place to stop, a mile down the road where we let the engine cool down and topped up the radiator for a second time.

With only $\frac{3}{4}$ of the alternator belt in place I then drove gingerly home to conclude my holiday without further incident. I still had a week off work and after fitting new alternator and PAS belts I went down to Lydden Hill for the first time since 1990.

Back then I was preparing for the 24 hour 2CV race at Mondello Park, I had done a couple of races at Brands Hatch, supporting the Truck Grand Prix, our second driver my school mate Sven had done a couple of seasons in production saloons and the ALFA Romeo Challenge while our third driver Andy was to make his race debut at Lydden, just a month before we went to Mondello.

It nearly didn't happen as on his first lap in practice Andy came flying down Hairy Hill turned in both way too early and too fast for Paddock Bend and then got into the mother of all tank slappers, he somehow kept my little orange 2CV on the black stuff for the entire length of the Canterbury Straight and earned a standing ovation from all who saw him.

On this occasion with a long queue for scrutineering I did not have time to walk the course before our practice run, so I was in at the deep end from the off. Lydden is not too dissimilar to Brands Hatch, which I also last drove around in 1990, third gear sufficed for most of the lap with second for North Bend hardly justifying the time spent changing down and back up.

With more practice I might have tried going round in fourth with third for North Bend, but I am wary of drama so stuck with what felt safe on an absolute scorcher of a day that saw us getting well broiled as we sat all toggled up in our race suits and helmets waiting in line for the start.



I managed to avoid the wooden spoon in the upto 2 litre Class, thanks to a debutant running in a Mk3 MX5, but kept it for Classic Marques on handicap.

Never one to choose the easy route after I packed up I should have headed straight over to Shelsley Walsh where I was scheduled to take part in the second day of the Classic Nostalgia Weekend. If I had wanted to make things easy for myself I would have entered both days at Shelsley but something about driving 4 ½ hours across the country appealed to my perverse sense of humour.

That sense of humour was tickled even more when a college friend informed me her Birthday party had to be postponed a week thanks to the ongoing pestilence and asked if I would like to come to the rescheduled party in Bristol on the Saturday night. The invitation was simply impossible to refuse !

Fortunately the party had already been going on for eight hours by the time I got there and guests were starting to leave and it only went on another couple of hours

after I arrived. Exhausted, I flopped into bed at 1 am only to be woken by my alarm clock at 04:30 in plenty of time to arrive at Shelsley for 06:30.

After fitting the timing strut and applying numbers for the day I re-familiarised myself with most of the course with a brisk walk to just beyond the S. Dave Cooper, the 70th competitor to start a Classic Marques Speed Challenge event this season, arrived just before I got back down the hill and did not get to see first hand the nightmarish changes in camber at the S until his first run.

Dave was very cautious on his first run, while I managed to fluff my gearchange coming out of the S at almost the exact spot where I decided to turn round from my morning walk up the hill.

Our times improved over the three timed runs Dave ending up a gants over 1 ½ seconds slower than me on handicap. I was two seconds off another 1.8 MX5 of similar vintage to Madge the main difference being Madge does not run on lowered



suspension as the similarly otherwise stock MX5 does.

After a refreshing ginger beer and a quick natter in the courtyard I took a final photo of some of the fabulous BRM's on display and headed home to conclude a fabulous 500 mile weekend in which Madge once again performed faultlessly.

Returning to work after three weeks off was relatively painless, I spent much of it getting the August edition of Backfire ready and looking forward to the clubs annual trackday and delayed 75th Anniversary Celebration.

Thanks to additional overtime, the proceeds of which mostly disappear to airbnb saving me a lot of camping, I was not able to head westward for the annual track day until the Saturday morning as I arrived an eclectic selection of machines was assembling of which the 500 F3's were definitely centre stage.

I found a nice spot round the back to pitch my popup tent in which I keep all my tools, spare petrol tanks, spare wheel and other competition day nicknacks dry. After signing on and the obligatory noise check, 88db on this occasion Charlie Emsley joined me for a sighting lap of the circuit.

Fresh in my mind was a not completely unsuccessful attempt to take Quarry in fourth at last year's Pegasus Sprint and a realisation the previous year that a braver me might do the same at Tower, So for the sighting lap I kept Madge in fourth for the

entire lap except the section twist roughly the end of the pit wall and the approach to Quarry where I snicked her into 5th.

Even at the pedestrian pace of the sighting laps that went remarkably well with smooth lines through The Esses and Bobbies. For my first solo run Charlie decided to follow me for a couple of laps and she did a great job keeping up.

Using fourth gear for most of the lap proved to be no problem at all and it was definitely much easier on the engine. On my next run I led half a dozen MX5's round for a couple of laps so that Bob Bull could do some filming. After letting Bob and Neil Thomas in his Orange Mk4 past Charlie was following me again.



I let her pass for a couple of laps at Camp and eventually passed her coming out of Quarry. Much to my delight I found I was more or less keeping pace with the, whisper it, 'Amazon's' of Chris Davies and Kevin Diamond, though I was not gaining on them, last time out I remember them passing me coming out of Camp and disappearing into the distance as though I was driving a 2CV !

One of the highlights of the 2019 track day came when, an acquaintance from the Queen Road breakfast meets of yore, Pat took me for a couple of mind bending laps in his 458 Italia. This year Pat turned up in an immaculate replica of the 1968/69 Le Mans winning Ford GT40 chassis #1075, wearing the #6 Ickx/Oliver rather than '68 #9 Rodriguez Bianchi.

Pat jumped into Madges passenger seat for my next venture on the circuit which passed smoothly though I started wondering about my braking technique which was like playing chicken with the barriers, either how late dare I activate them and how hard could I press the pedal before turning into the corner.

By the end of the session I was beginning to apply an IAM technique of splitting the braking zone into three, gently engaging the brakes, then pressing hard on the pedal too loose speed and finally releasing them gently before turning into the corner, in theory this meant the balance of the car on it's four wheels was more equal before turning in and it gave me a lot more confidence as I accelerated toward the apex of the corners as there was a less dramatic shift of balance to the rear and outside of the corner as I turned in and accelerated.

It will be interesting to see if any of this makes any difference to my times for the Pegasus Sprint in October. Afterwards Pat took me out for a demonstration run in

his GT40 and it did not disappoint, sinking into the passenger seat a perfect lap of Le Mans instantly played through my mind. The cockpit borders on claustrophobic and the sound of the 5 litre carbured V8 Ford good for over 500hp is absolutely mesmerising even when only given a short dab in 3rd gear going past the pits untoward Quarry behind a pace car.

In between track sessions it was lovely to briefly meet and catch up with Owen and Lloyd Jones and their to die for 128 Rallye, Ken Robson, Pete Goodman, Chris Hartnell and his fabulous Backdraft, Dave Cutcliffe and his rapid Van Diemen, Ian Hall with his Wildcat, Mike Kason with his Abarth fresh back from Italy, amongst many many other not least the Thomsons out with a Rover that was quick in the corners and the Dent's, whom I met while consuming 3 hog roast rolls, about whom I have written a separate article.




Somewhere in the middle of all that we were even graced with the presence of Tony Brise's rival for the 1973 Lombard North Central F3 Championship and Brabham F1 driver Richard Roberts in a lovely little yellow Cooper 500 F3.

Thanks to all those involved in the organisation and everyone who attended to make it a day to remember.

What is it ?



Just for fun, spotted at Lydden Hill, I only found out by looking on the entry list.
Answer in next months issue.



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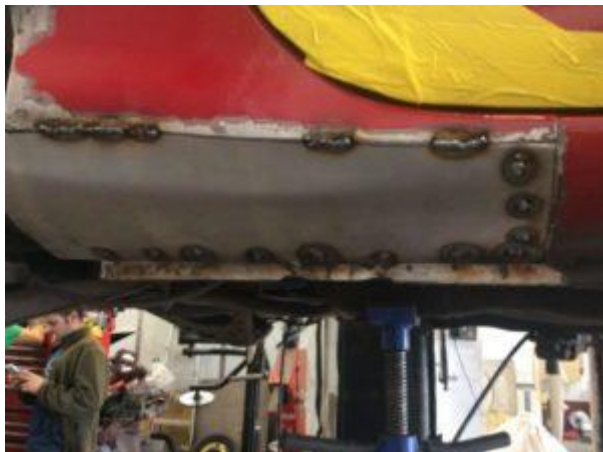
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Bristol Pegasus Fantasy Formula One 2022

Bristol Pegasus Fantasy F1 - 2022						
Positions after Hungarian GP						
Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Chris Thompson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1281
Ken Robson	Leclerc	Sainz	Ferrari	Red Bull	Ferrari	1281
Joe Robson	Sainz	Leclerc	Ferrari	Mercedes	Ferrari	1154
Martyn Davies	Leclerc	Sainz	Ferrari	Mercedes	Ferrari	1154
Andy Moss	Pérez	Magnussen	Ferrari	Red Bull	Ferrari	1152
Sam Thompson	Leclerc	Pérez	Ferrari	Red Bull	Haas	1133
Donny Allen	Gasly	Bottas	Ferrari	Red Bull	Red Bull	1053
Tim Murray	Alonso	Bottas	Ferrari	Red Bull	Ferrari	1049
Richard Ibrahim	Albon	Sainz	Ferrari	Mercedes	Red Bull	1023
Richard Reynolds	Leclerc	Pérez	Ferrari	McLaren	Red Bull	1021
Simon Moss	Leclerc	Verstappen	Alpha Tauri	Ferrari	Red Bull	1013
Mark Niblett	Norris	Sainz	Ferrari	McLaren	Ferrari	923
Helena Sarsted	Gasly	Verstappen	Ferrari	Alpine	Red Bull	923
Lisa Davies	Norris	Sainz	Ferrari	McLaren	Red Bull	922
Mal Allen	Bottas	Leclerc	Ferrari	Mercedes	McLaren	920
Chris Bennett	Bottas	Pérez	Alfa Romeo	Red Bull	Red Bull	917
Alyson Marsden	Gasly	Verstappen	Ferrari	McLaren	Ferrari	870
Bob Bull	Norris	Russell	Ferrari	McLaren	Ferrari	845
David Garnett	Norris	Russell	Ferrari	McLaren	Ferrari	835
Dave Cooper	Gasly	Russell	Alpha Tauri	Ferrari	Red Bull	826
Jerry Irwin	Leclerc	Russell	Ferrari	McLaren	Williams	822
Charles Alexander	Leclerc	Russell	Ferrari	McLaren	McLaren	813
Matthew Stevens	Gasly	Hamilton	Alfa Romeo	Ferrari	Red Bull	803
Katie Davies	Leclerc	Gasly	Ferrari	McLaren	Mercedes	800
Abi Reynolds	Alonso	Norris	Ferrari	McLaren	Red Bull	787
Martin Emsley	Leclerc	Norris	Haas	Red Bull	McLaren	772
Mike Marsden	Russell	Norris	McLaren	Ferrari	Renault	718
Helen Davies	Pérez	Russell	Alpine	McLaren	Ferrari	692
Ana Torreno Franco	Gasly	Hamilton	Ferrari	McLaren	Alpine	641
Ben Bishop	Gasly	Hamilton	Ferrari	McLaren	Alpha Tauri	620
Mary Craddy	Hamilton	Magnussen	Red Bull	Williams	Alpha Tauri	616
Dick Craddy	Albon	Verstappen	Haas	Mercedes	Williams	601
Jamie Stevens	Pérez	Norris	Alpine	Haas	Mercedes	589
Ralph Colmar	Norris	Russell	Alpine	Aston Martin	Ferrari	550

Alison Bennett	Norris	Russell	Alpine	Williams	Mercedes	503
Liz Ibrahim	Hamilton	Norris	McLaren	Williams	Ferrari	502
Sharon Reynolds	Albon	Schumacher	Alpine	Aston Martin	Alpha Tauri	378

2022 F1 Calendar

Race	Grand Prix	Circuit	Race date
15	Dutch	 Circuit Zandvoort, Zandvoort	4 September
16	Italian	 Monza Circuit, Monza	11 September
17	Singapore	 Marina Bay Street Circuit, Singapore	2 October
18	Japanese	 Suzuka International Racing Course, Suzuka	9 October
19	United States	 Circuit of the Americas, Austin, Texas	23 October
20	Mexico City	 Autódromo Hermanos Rodríguez, Mexico City	30 October
21	São Paulo	 Interlagos Circuit, São Paulo	13 November
22	Abu Dhabi	 Yas Marina Circuit, Abu Dhabi	20 November

For Sale



1937 Ford v8, 4 door. Rhd, UK assembled car. 12v, dynamator, new waterpumps, stainless headers & exhausts, oil galleries cleaned out, waterways flushed, radiator recored, electric fuel pump, electric fan. 7.50 16 rear tyres, 6.00 16 fronts. Located in Bristol £13,000 ono.

Contact Andy Henshall, see
<https://www.facebook.com/groups/853893194654696>

2022 Events Calendar

Monday 12th Sept	Club Meeting	The Plough
Sunday 24th September	Breakfast Meet	Dean Forest Rlwy
Monday 10th October	Club Meet	The Plough
Saturday 15th October	Pegasus Sprint	Castle Combe
Sunday 29th October	Breakfast Meet	Dean Forest Rlwy

Automated Membership System

The system allows 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 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.

Backfire



Richard Attwood checks the mirror on his BRM P261 at Shelsley Walsh Nostalgia 2

PETROL & STEAM

Pegasus Motor Club's Breakfast Meet will continue from
April 24th until the 30th of Oct
on the last Sunday of every month at
Dean Forest Railway, Forest Road, Lydney GL15 4ET
from 0930 hrs.

All types of motor vehicles welcome
Refreshments will be available.

