

Backfire

Bristol Pegasus Motor Club Magazine
September 2023



It was all too much for Dave Cutcliffe



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

President – Dick Craddy dick.craddy@bristolpegasus.com

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

Competition Secretary - Coralie Thompson coralie.thompson@bristolpegasus.com

Club Safeguarding Officer – Chris Thompson chris.thompson@bristolpegasus.com

Website Officer – Richard Reynolds webadmin@bristolpegasus.com

Magazine Editor – Cherry Robinson backfire@bristolpegasus.com

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

Committee Member - Ralph Colmar ralph.colmar@bristolpegasus.com

Committee Member - Pete Goodman pete.goodman@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



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



Nick's Natter

There were a few of us at the Club night in July. The Boar's Head provided us with yet another lovely meal. By the time you read this we will have been back there again for our last summer visit. We will then return to the BAWA on 11th September for another 'Bring your Car Night'.

I decided to sell my Pontiac after a lot of soul searching. It has gone to a good home in Loughborough where it will be given some much needed TLC. Sadly I sold it before the Breakfast Meet. This was not so well attended but there were a lot of old friends there. It was good to catch up.

And finally our trip to Mercedes World & Brooklands. We had a brilliant day despite the weather and had an excellent meal on the way home. A good time was had by all. And thanks again to Martin B for driving the mini-bus.



It's an uphill struggle – surely, they can't all be broken.....?

by Jones the Speed aka Phil Jones

In theory, owning a few cars means that you would never be short of mobility. Provided they all work that is...

The late spring brought many dramas and I was starting to wonder whether it would be wiser to just have the C.O.'s Scooby Doo and sell the everything else. I have even worked out how to switch off Scooby's silly electronics, tugging the steering wheel, braking for me, stopping and starting the engine and otherwise 'doing stuff' that I hadn't wanted to happen. Its lovely and conventional now. I have made a modern car feel old.

The Wing Commander (Merc CL420) was first to play up. The re-gassed and sealed aircon worked brilliantly for a week and then the fan blower died. Cue another (4th) fan controller. It then worked perfectly...until the compressor packed up, which required another order to Autodoc. I'm happy to report that it's now blowing cold and all is well with the world.

While the boys and I were at Goodwood in Scooby, the C.O. got a front right puncture in the Merc. A quick call to my long-suffering mate had him rush over with his trolley jack and attempt to put the steel spare on for her, but he couldn't find the short wheel bolts. They both claim that they looked everywhere and I was accused of leaving them 'somewhere in the garage'. But on return, I lifted the boot carpet and there, with a handy spanner logo for the hard of understanding, was the tool kit with the short wheel bolts. Nice, isn't it?



Anyway, the AA got her home by plugging the tyre. Then we found that both front coil springs had cracks at their bases, where they sit in the puddle of water in the spring seat.

It's 25 years old, so I can't complain and, luckily, the springs were available in the Merc central warehouse in Milton Keynes. Of course, they are sized like truck springs, my favourite Merc man's spring compressor couldn't quite get them out and the lower arms needed to droop a bit more...but the mounting bolts were seized, as they've never been off before and...well you get the picture. That should have been 'it.' But it wasn't.

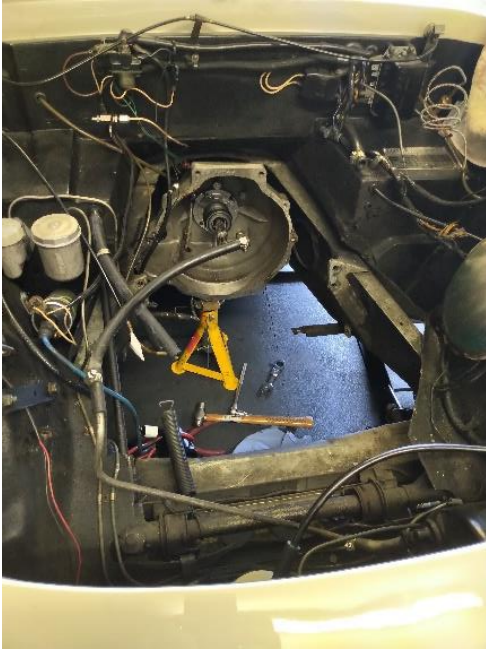
After a long hibernation, I managed to get the Elan Sprint out for a spin. The C.O. and I were only popping to the local supermarket, but at least it was an excuse to get it going. With fluids, tyres and wheel spinners all present and correct, it ran well for about 2 miles and then started fluffing and misfiring as we headed home. Off with the airbox to check the carbs with an airflow meter and, oh my word, full of Heinz Salad Cream.

Oil cap off, dipstick out and, sure enough, we had a suspected head gasket failure on our hands. No overheating and no white smoke out of the exhaust when it was on the way home, so it looked to me like the water hadn't made it to the combustion chambers and went straight into the oil. Off came the head and we found a head gasket that was aged, but in perfectly good condition. Must be the water pump then and, with the head off, we might as well change it anyway.



And so, with the sump dropped to get the front cover off, a look at a main bearing and, sure enough, just the start of a bit of rub. It's been in there 50 years, so it's not surprising, but we might as well do it all and do it properly. Out came the block with a 3-man clean and jerk and I stepped away with that 'full nappy' walk that you do when you've just lifted something quite heavy.

The block and head have since been cleaned, pressure tested and measured and they are fine, so it must have been a water pump seal.



Well, they say bad things happen in threes and...yes, they do. So, when we got the Esprit out to go to the BPMC Sunday 'massive breakfast roll meeting' at the end of April, Lloyd and I had a great run up – admittedly in the rain – until we turned off for Chepstow and then we heard a rotational clicking noise from the rear and a strange rub and directional problem from the front. Both ends at once? Really?

Once at the railway car park we jacked up all four corners to check for any suspension issues – which I couldn't find. So, we headed home with a 35mph, wet run back to Cardiff with a long queue forming behind us, but we still got a few thumbs up in the Esprit, which appears to earn you some level of forgiveness. Those 'Just Stop Oil' types should try going a bit faster sat in an Esprit and they might get a bit more public support.

Once back in the garage, it was jacked up again and Owen was the one to spot the missing Anti Roll bar bolt, probably somewhere on the A48 from earlier that morning. Without that bolt, the AR bar was free to move about in the lower arm and was not providing effective fore and aft location.

A new bush, bolt and washer kit arrived 3 days later, but it was quite a phaff to get the bush on. A ratchet strap, 2 trolley jacks, some rather filthy language and a few mugs of tea did the trick. And then we investigated the rear end noise. The root cause was bearings which are Chinese made and are 'Special Highly Impressive Technology'. Yes indeed, they are SHIT.

Poor tolerance control means a 50% reject rate and I am grateful to the ever-helpful Mike Taylor at Lotus Bits for doing 100% inbound quality checks before selecting 'the good ones' and selling them. That's where we got the replacements from and it's all good now.

After all this rushing about in a 'two and eight', I could almost sense Scooby grinning away in the background... *"you know what you should do for an easy life, don't you Jonesy..."*

Owen, meanwhile, was doing better.....

He had, for a while, wanted to adjust the front ride height of the Fiat 128 and finally got round to it when he learned that a set of – cheap – 127 struts were shorter and, with a slot cut in for camber adjustment, fitted straight on. It was certainly a bit of a fight, particularly fitting a new CV boot, but on they went and, I must say, it looks spot on now – lowered and perfectly level. The 128 was always intended to be a road car, but he couldn't resist a go at the Llandow Sprint, so it was a job list of fire extinguisher and mounting, timing strut, second throttle spring, tow markings and catch tank. The usual stuff. More on that little adventure anon.



So, we did find some good news in the fleet. Now, if you'll excuse me, I'm off to mop up some more salad cream...

Political Corner – A local issue

by Bob Bull

Despite Rishi stating his love of cars! The plan to restrict road usage by cars is well under way in Bristol. They have already installed tollgates on Bristol Bridge, yes toll gates, in the days of horse and cart (no Nick I can't remember them!) land owners collected tolls from travellers crossing their land. Now our modern landowners like Bristol Council again charge for crossing "their" land. Only this time it's in the form of a fine for traversing roads already paid for in Taxation.

Now they plan on introducing "liveable neighbourhoods" or "no cars here please areas". This map shows the area of the "first pilot project". And don't get me started on bus lanes!!!!



On a brighter note check out Jerry's You tube channel for GT40 news:

<https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2Fmw7kZcCPwsE&data=05%7C01%7C%7C6f4e32bedce64cb42e1208db93ee2bc9%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638266423375684659%7CUnknown%7CTWFPbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6lk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=O9gflvJJ2eCvPRBNk4eCEUQ%2B86G25JblfJ7oXniww2s%3D&reserved=0>

A warm welcome to our new members this month:

Ben Moorey, Paul Dickinson and Benjamin Martin

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

by Martin Emsley

Don't believe everything you read on the internet – Abraham Lincoln

Had some fantastic trips out recently; a trip to Avro Vulcan B.Mk2 XM655 at [Wellesbourne Airfield](#), Warwick. It has been maintained by the 655 Maintenance & Preservation Society since 1998, who keep the aircraft in a taxi-able condition. XM655 was completed in November 1964, it is the youngest surviving example and the only operable Avro Vulcan with the more powerful Bristol Olympus 301 engines. In 1984 it was sold into private ownership and since passed to the Trust.

I was most fortunate to have been invited by one of my neighbours, who happens to drive a McLaren 720S! What a machine, very comfortable and capable, way beyond my limited abilities, I think. After a steady run up, we gathered for coffee and bacon rolls at Ryebrook Birmingham, there were some 10 supercars of which 6 were McLarens, before a convoy run to the airfield.



After having a briefing and demonstration operating flying surfaces and air brakes we were split into 4 groups and rotated through different stations each manned by one of the volunteer enthusiasts.

First stop for us was the cockpit, we climbed up in, one each positioned in navigator, flight engineer, armaments engineers very cramped positions our host, who turned out to be an ex-Vulcan navigator gave us a brilliant insight into the operation of these majestic cold war aircraft. We were not allowed in the front seats, was very cramped for the crew and wouldn't have fancied their chances of getting out in a hurry.

Next stop was a general overview of the aircraft purpose and operation whilst stood under one of the massive wings. This included an explanation that although the plane was originally flown in the runway is too short for it to take off again! The runway is not in very good condition, this combined with an incident in 2022 when XM655 suffered a runway excursion whilst performing a practice ground run caused by an Air Speed Indicator fault, means it is now restricted to low-speed demonstration runs on a perimeter track.

Third station was under the cavernous, open bomb bay and an explanation about potential missions and weaponry. Our final stop was in the 'shop' and present was an ex-RAF Vulcan pilot; he was very interesting and was able to discuss and answer every question we bombarded him with. The visit finished with the cars lined up for a photo opportunity in front of the aircraft followed by another convoy to a local pub, owned by one of the drivers, a very pleasant chat and nice meal before departing and motoring home.





Santa Pod Dragstalgia

Many thanks to Nick for organising our trip; was absolutely blown away by Dragstalgia at Santa Pod this year, we had a heck of a long day but it was totally worth it. The wonders of modern technology; I am sitting at my computer typing this whilst watching a live stream of Santa Pod day 3 on YouTube and simultaneously the start of the British GP, amazing; I couldn't have imagined that even a short time ago.

Whilst the day before had been perfect conditions for drag racing there were thunderstorms threatened for the Saturday, and boy did they deliver, climate change, was like a monsoon, unfortunately the forecasters got it right.

Luckily during the first storm we were sheltered with club member "Crazy" Chris Hartnell, his family crew and 'Backdraft', many thanks for their hospitality and gazebo. With large ponds around the huge paddock we took a wander, whilst the track was being dried, before heading to the covered bar area. After a short break, just as track was almost ready, yes, the heavens opened again, what a shame. All we could do was shelter and wait, and wait until finally the clouds lightened, blue sky appeared and just after 4 we headed to our grandstand seats.

I absolutely love cars of '60's & '70's, especially American, and this meet really catered for that, just blown away by the huge number of cars and bikes in many different classes. Amazing the engineering and creativity that goes into the machinery and beautifully screwed together, there are some very talented people out there to be able to build, run and drive them. Must be really gutting if you have put so many hours /days in preparing for an event only to travel there, wait and then get a problem with the machine. For the competitor the action lasts mere seconds after expending much time, effort and money, really glad we have people prepared to do these things, I really enjoyed the racing and seeing some great machines in action, not to mention the addictive smell and noise.

We were lucky to see some cracking racing once dry, the start crew and marshals doing a brilliant job of trying to keep the track clean and the action continuous. Some brave drivers certainly got a wild ride out there, looked very hairy whereas others hooked up and were very rapid with no external dramatics.

We were also blessed with a flypast by the B52 in commemoration of Santa Pod once being RAF Podington airfield which was a WW2 USAF bomber base; a beautiful sight. If you have a chance, I would recommend putting Dragstalgia on your calendar for 2024.





ACE Tour

Very many thanks to all who have supported the 2023 event, we raised over £600 which is excellent. At the end of August my godson Tom and I took a run up to Saul Junction and presented a cheque to The Willow Trust (Our chosen charity for 2023).

This was very gratefully received, and we were taken on one of their boats for a trip down the canal along with a party of disabled people and their carers, this was most pleasant and Tom thoroughly enjoyed taking the helm, something he has done a number of times previously.



Before sailing Graham Peake with wife and grandson met us to be presented with the ACE trophy; this was awarded for 'Spirit of the event' as Graham's car broke down on the way to this year's tour, not deterred he returned home got another car and came out on the event, Graham has also supported the event for a lot of years.

On behalf of the organising team; Tony, Andy and myself our grateful thanks, we have started planning the 25th ACE Tour for 2024, provisionally the first Sunday in June.



RIDING THE DRAGON

by *Martin Baker*

As many of you will know, I am the proud owner of a 1972 Rover P6B, the “B” denoting the V8 3528cc Buick-derived lump under the bonnet. I don’t know, why, but I’ve always wanted one of these and when the opportunity arose to purchase one in July 2021 I went for it. Because it’s a red fire-breathing monster which up until then had spent its life in north Wales I christened it “Y ddraig goch” – The red dragon. Indeed there is a small dragon affixed to the back of the car, albeit in silver as a red one would be invisible – as all the best dragons are! My very first journey in the vehicle was to drive it 160 miles home from Harlech, so long trips are of no great concern.

Over the past two years we have been regulars at the BPMC Breakfast Meets, the ACE Tour and attended several other shows around the region. However, not long after I purchased it a good mate of mine, Billy Mizen, declared – “This is great, we *must* do a weekend trip in it!”

Some background on Billy – I’ve known him since he were a lad (not that long ago) and in a previous life I taught him to be a railway signaller, although shortly after he “passed out” as such we both parted company with the organisation that was for. In Billy’s case it was partly because he was off to university (actual quote – “I’ve applied to study Geography at Keele but I don’t know where it is.”), ending up at Aberystwyth. Despite that we kept in touch, and one day during one of his Easter breaks (February – May) I introduced him to the fine art of Advanced Driving, and during his summer break (June – November) I taught him that as well. But that’s another story. As a result of that we had a couple of short driving holidays together which mostly involved going very fast in our respective Seat Ibizas – and that again is another story.

But I digress. (You digress, he digresses, *nous digressons*). My circumstances are such that it takes the co-operation of quite a few people (and organisations) for me to have even one night away from home, let alone the four that was being proposed. After a lot of effort, general faffing about and some fairly last-minute bookings, we found a window that could get us to North Yorkshire over the first weekend in July...

Day one – Friday 30th June

“What kind of idiot,” I asked myself, “gets into a 51-year-old car with the intention of taking it on a road trip of many hundreds of miles?” But this was precisely what I was doing just after lunch on that day. I had performed a thorough POWDER check (Petrol, Oil, Water in sufficient quantities and in the right places, no Damage affecting the performance or safety of the car, Electrics all working and Rubber in good condition) the evening before, as well as giving the beast a quick wash and wax. Having spent a small fortune recently on a new radiator and tyres, as well as having a tune-up from Harry at Yate, all should be good to go. In theory...

The first leg – to Merseyside - was planned to be fairly mundane. Classic cars do not belong on motorways, so my use of the M5 was deliberately confined to the section between Falfield and Worcester North.

This turned out to be the right decision as traffic became a bit stop-start from the M50 junction onwards. So, to the quieter A449 and led by the plug-in Satnav through Stourport-on-Severn to the A442 and thence to the Severn Valley Railway's buffet at Bridgnorth for tea and a cake. I went to the shop to pay my parking fee. "Are you going to the pub, sir?" (There's one of those on the platform, too!) "No," I said. "Pity," said the shop man. "If you *were*, you would be entitled to three hours free parking. Are you going to the pub, sir?"

"I might be..." So, free parking. What I actually did was take a walk across the suspension bridge to the town, consume a Gregg's sausage roll (other savouries are available) and walk back. The SVR were setting up for their "1940's" weekend, you can't call it WW2 anymore in case somebody turns up in inappropriate clothing... One final adventure here – access to the car park is via a pedestrian level crossing, the staff were carrying out some shunting and had locked the gates. Fair enough, understand that. As soon as they had finished their task... they buggered off! Muggins had to climb the gates to get out, luckily I have the grace and agility of a paraplegic sloth, so no harm done.

Back on the road then, through Much Wenlock, around Shrewsbury to Whitchurch and the A41 to Chester where an electronic voice urged me to keep left. That put me on the road to Wrexham where I didn't want to go, so spin around the next junction and eventually pick up me M56 and the little used Runcorn ring road. After a quick fill-up at the BP garage to be ready for the morrow 'twas but a short hop to Billy's gaff which is a first-floor flat with views of the Mersey and the Manchester Ship Canal. Except that the spare room where I was billeted is at the back and has commanding views of the car park. And an air bed that puts you four inches from the floor. And did I mention that Runcorn is on the flight path to Liverpool Airport, they don't stop landing until 2.00 a.m? But free B&B so don't complain!

Day two – Saturday 1st July

Up early(ish) and fortified by a bacon roll the holiday starts proper at just after 8.30. Billy volunteers to drive the first leg, adding him to my insurance merely doubles a modest premium (less than the cost of two tankfuls of petrol combined) and he pays his half anyway. Billy is a keen hill walker (you should see the size of the lead he uses!) and wants to show me some of his favourite haunts in the Peak District. After skirting Manchester Airport it's down the A6 then over to Castleton for a quick pit stop. Up through Bamford and past a pub that I stayed at on a business trip in 1989 before a driver change at Ladybower. That means I get to drive over the Snake Pass, at 1680 feet probably the high point of the weekend! Down to Glossop then up the B6105 and past another B&B I stayed at many moons ago before climbing over Holme Moss and into Last of the Summer Wine country.

It was in Holmfirth that we had a couple of small mishaps. In Sid's Café (having resisted the urge to order, "Two teas please, Ivy", even though that is what we had) one of the lenses fell out of my glasses. A quick Google (by Billy, obviously, I couldn't see a thing) found a local optician who fixed it for free. Then, pulling away from the car park we came to a complete stand in the town centre with flooded carbs. Part of the tuning process the previous week was to reduce the idle speed;

it turns out that the only way to get a warm start now is by using a *little* bit of choke, which is rather strange but the flooding hasn't happened since.

The next part took us to some very interesting roads that were designed to avoid Huddersfield. I've heard of narrow streets of cobbled stone, but cobbled country lanes? Up hill and down dale, across the M62 and eventually to Mytholmroyd and Hebden Bridge. From there a short hop to Oxenhope station for lunch and another driver change. I navigated Billy through Bolton Abbey, Greenhow Hill and Ripon to Thirsk where we swapped again. That gave me the last leg of the day along the A170, up Sutton Bank with its dire warnings to caravanners, and through Pickering to our digs for the next two days in Columbus Ravine, Scarborough. I'd stayed somewhere in this road about ten years ago, but couldn't remember where. This was the longest day in terms of miles – just – at 233 with the best day's fuel consumption at 25.6 mpg. Dinner was taken a short walk away at the Scarborough Arms, as Paul Heaton was in town giving an open-air concert the pub was playing a selection of Beautiful South tracks in tribute.

Day Three – Sunday 2nd July.

Up early for breakfast – in fact early enough for me to take a stroll down to Peaseholm Park and a very quick visit to the beach. It's amazing how many people want to paddle in the North Sea at 0745! A look under the bonnet on my return, water level has dropped just a tad, finding its level or another leak? No matter, have brought an antifreeze mix with me just in case. Having fuelled ourselves it's down to Sainsbury's for some 97-octane and double Nectar points.

Off we go then to Levisham station with the hope of catching a North Yorkshire Moors Railway train up the line a bit, but the only one that would have worked for us was going to be diesel-hauled so we gave it a miss. In the village we waved at an E-Type and passed the pub I stayed at in about 2004 or 5 when I met up with Pete Goodman and his family. At this point Billy asked, "Is there anywhere in the north of England that you haven't stayed?!"

We trundled up to Goathland where we knew there was a Heartbeat-themed car show going on. "We're not booked in," we said, "but can we take part?" "Certainly", they said, "park over there!" Over there being next to the E-Type we'd just seen. A look round the show then down to the station for a snack (anybody notice a theme?) and to photo some trains (steam this time) before making our excuses and departing for the next station, Grosmont, for lunch. A bit cheeky, but hey, free parking!

Some more steam locos to see on a quick tour of the engine shed (no sign of Piglet of TV fame, though) then I'm driving up the Esk Valley, through a cycle race and a different Castleton to come out on the superb road on the top of the Rosedale Valley. The signs for "33%" refer to the gradient, not the impending mortgage rate... This road is very popular with bikers. Our rapid progress along here was only interrupted to take some pictures of the view with the car in it. Or the car with the view in it.



Top – Goathland Gathering Gatecrashed and another P6. Bottom – Billy “Shades” Mizen at Grosmont; On top of Rosedale.

I'm back in the passenger seat after Hutton-le-Hole, the drop down to Rosedale Abbey is akin to the view from a light aircraft. Then we're on to some flatter bits and "B" roads as we make our way to Flamborough Head because Billy, with his geographical background, wants to look at the chalk cliffs. Going the other way were a lot of exhibits from the Bridlington Classic Car Show on their way home, most waved to us, some didn't. By Flamborough lighthouse we found a nice Triumph Dolomite and an even-nicer two-owner Rover P4, which we parked next to for the obligatory photograph. Back to the B&B for a quick wash and brush-up then dinner at a nice pub on the Pickering road. After that it was still daylight so we took a cruise along Marine Drive where Billy took the moody picture with the sea as a backdrop. That was (by one mile) the shortest day of the whole trip but the worst for fuel consumption

Day four – Monday 3rd July

Repeat the first paragraph from Sunday, except I didn't bother with the beach (raining) and I'd run out of Nectar bonus vouchers. The radiator level was again down a little bit, subsequently traced to a duff heater matrix. Out along the A170 to Thirsk, then Ripon and Leyburn to Aysgarth for the falls – all three of them.

The A684 was closed beyond here, so down the parallel back lane to Hawes for lunch. We parked next to a Belgian Beetle; as I was heading towards the machine to pay a lady driving out told us she was unable to use the remainder of her ticket and handed it to me. More free parking! Then it was down the B6255 to Ribbleshead – the same road that Paddy McGuinness bent a Lambo on a few years back – for another moody landscape photograph. After that we followed the Settle and Carlisle Railway just beyond the former to Long Preston, then onto the B6478 for Clitheroe (I kid you not).



Top – P4 & P6 at Flamborough; Bottom – On Marine Drive (W J Mizen)

Some dodgy map reading by the geography graduate put us in the centre of Preston in the rush hour, and don't forget the roadworks. The comfort break in Southport was rather more than welcome! We decided that the town wasn't fit for anything else and decamped to the Waitrose in Formby for a tea break. The final leg took us down the M57 and across the Jubilee Bridge (with its ANPR toll system) back to Runcorn for a supper of sausage rolls and cheesecake – we know how to live! It turns out that on Mondays the flights to Liverpool stop around midnight, so a better night's sleep.

Day 5 – Tuesday 4th July

Quite late on the previous evening Billy remembered that he had booked some office space for today and was obliged to actually go to work. So I'm evicted at 8.00 a.m. to start the journey home. Again, avoiding motorways as far as possible I head for Northwich (the ring road is still empty) then pick up the A49 for pretty much the rest of the trip, taking the A466 through Monmouth after Hereford.

I made a refreshment stop in Ludlow at a posh teasop – sugar tongs, a tea strainer, the works. I regretted not bringing my under-footman to read the menu for me. Other than that, 150 relaxing miles before lunch.

Home at last in the early afternoon, another fill of the tank and do some sums. Total mileage – 982. Average fuel consumption – 24.2 mpg, which I thought was impressive considering where we went and the progress we made (up to, but never over, the speed limit).

Verdict – the Rover is a truly **awesome** car to take on holiday, and lends weight to the mantra that if you have a classic, then use it. If you can live with the petrol bills!

Tour de Bretagne 2023, Le Mans and Steve Dummett.

June and Alan's French Trip

by Alan Spencer

June and I took the MX across to France at the end of June, to take part in the Brit Assist run annual French car tour.



This year's event had 2 starting points, Roscoff, where we started from, and St Malo, where we caught the overnight ferry (with a cabin) from Plymouth to arrive in on the Friday morning where all the cars meet for breakfast in the town, signed on routes issued after coffee we set off at minute intervals on the first leg to next coffee stop At Huelgot, some 30 miles, then off to Lac de Gurledan some 49 miles. where we meet the rest of the trip's entries that had started from St Malo. for lunch. Lake De Gurledan is a leisure and camping facility, June swam in the lake as the heat of the day was rising.

We then set off towards Carnac area where the two day stay had been arranged at a Hotel du Golf, near Ploemel, another 50 miles. That was followed by a swim in their pool before an evening meal and Cider. (Brittany Cider is very good) Day 2 was to be a shorter route of 60 miles with a stop at Brech 35 miles and lunch at a very medieval village at Rochfort en Terre, that's a bit like a small version of Le Mans old city, for lunch. Hot day but cool by the river 'Terre'. From Rochfort we then travelled back to the Golf hotel 41 miles, passing the 2nd largest shrine in France Ste Anne d'Auray. She was the mother of the Virgin Mary, if you want to believe this. Then another swim and slap up meal, Yes with the Cider.

I had arranged another night stay in the hotel as had arranged to travel over to see former club member Steve Dummett who has a Gite at Le Mans and stay 2 nights in his Gite, so we waved all the others off on Sunday morning, and travelled down south to the 'seaside' at Quiberon where, yes you guessed, a swim in the sea, along with a lunch and a stroll along the coast June swam twice, nice beach. Had the hotel to ourselves in the evening, and June beat me at pool yet again. She can get more balls in the pockets than I can, still.

Monday we went off to Le Mans, not realising how big France really is arriving around 1pm, The roads in France are Superb, we need to do the same here and not use the tax to sure up government spending.

Steve's Gite is fantastic just west out of Le Mans at a village called Coulans-sur Gee on the D357. Very rural Farmhouse type property NICE.

I haven't seen Steve for many years, since he moved over to France so this was a great visit on the back of the Tour Bretagne run by Brit Assist. We had booked with Steve for 2 nights and also booked the afternoon Ferry back home from Calne Osterame, for Wednesday.



The gite was superb, it's taken the best of 7years to finish this. Steve tells me it was in a bit of a state when he first laid eyes on it, but could see its potential at 1st viewing, It's a Farmhouse type conversion, but it's kept that look and feeling about it. Steve had to convince the Local Mayor of his ideas, it seems in France that's the only way to get on is to work with the local authorities over these problems. Once that's on your side you're in.

The Farmhouse is set in a 27 acre site with a pond, and Steve has also got his own Ferguson Tractor. The 12 bed barn type cottage is nicely done out and can be used as a bunk barn also, June and I stayed in the converted cow barn, very nice with a very large 4 Poster Bed that could sleep 4 I think. The Kitchen was on a living room area with a very nice shower room built into the living room area with its own slatted roof and stain glass windows, very French.

We Drove in and took the evening Tram into Le Mans to show June the Medieval part of the city, but just got on it not knowing how to pay and got away with it, but managed to pay on the way back, 2Euros that's all. As it was Monday not a lot was open but we did get something to eat, but not that good.

Tuesday was an easy day so we drove the MX down south of Le Mans following the river and stopped off at a few villages, walked the river banks, had some lunch and did some shopping for the evening meal at the Gite.

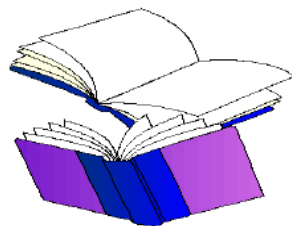
Steve has a small but adequate swimming pool that June and I used often, great to see Steve who was very welcoming and couldn't do enough for us, however as the next weekend was the Classic the 12 bed barn was fully booked by a classic race team and as we left for the journey north to the Ferry they all started to arrive, Trucks and crews.

Steve's place is Les Haies Gite its off the D357 west from Le Mans then take the D88 at the R/About at Coulans sur -Gee until you get to a X roads turning right with an old tin Barn on your left, the sign is at that X roads.



Fancy a trip there? Steve Dummett - smdloutus@gmail.com
Its a very nice place, we loved it. (You didn't get 'Lost in France' then?? Editor's note)

Help raise funds for Wiltshire Air Ambulance



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

The Pegasus Sprint

by Pete Stowe

This year's Pegasus Sprint at Castle Combe on 21st October will be the 33rd of the series. The first, in 1991, attracted 100 entries, and the event has been run every year since then, normally on the third Saturday in October. Among those competing in 1991 were Pete Goodman and Mike McBraida in Sierra Cosworths, Martin Baker in a Golf GTi and Ian Hall in his Arkley Sprite. Since that first year, the event has also been well supported by the Triumph TR Register, with John Weedon a regular in his TR4, and the MG and Reliant Sabre & Scimitar clubs, and of course the other local clubs, with frequent entrants Tim Stiles appearing in 1991 in a Golf GTi, and Tim Painter in a Volvo 740T.



Tim Painter spinning his GE Cobra over Avon Rise in 1992

The course has varied slightly over the years. The first event in 1991, on the original pre-chicane course, used $\frac{3}{4}$ of the lap, from the race start/finish line to just after Westway. In 1995 it was increased to a full lap, including Camp Corner. In 1999 the circuit was changed, with the Esses and Bobbies chicanes being constructed, and in 2011 and 2012 we moved the start line back to just before Camp corner. In 2013 the MSA mandated that the start line had to be in the pit lane, forcing another slight change. Although the event was able to continue through the Covid pandemic, for 2020-21 for ease of operation the $\frac{3}{4}$ lap format was reverted to, while the 2022 event again used the full lap.



Geoff Kershaw's Turbo Technics Ford Sierra in 1995

The BTD winners

1991	Tony Michael	Westfield 7SE	2007	Ian Hall	Darrian T98 GTR
1992	Phil Lomas	Skoda Coupe	2008	Martin Perry	Caterham Classic
1993	Tim Painter	Metro 6R4 4.1	2009	Ian Hall	Darrian T98 GTR
1994	Tim Painter	Metro 6R4 4.1	2010	Colin Early	Darrian T9
1995	Geoff Kershaw	Ford Sierra TT	2011	Steve Broughton	SBD Westfield S2000
1996	Geoff Kershaw	Ford Sierra TT	2012	Ian Hall	Darrian T98 GTR
1997	Geoff Kershaw	Ford Sierra TT	2013	Keith Murray	Audi 80 Quattro
1998	Geoff Kershaw	Ford Sierra TT	2014	Andy Laurence	Radical SR8
1999	Kevin Salisbury	Ford Sierra Cosworth	2015	Tim Clarke	Audi Quattro
2000	Geoff Kershaw	Ford Sierra	2016	Chris Buckley	Radical SR8
2001	Keith Murray	Audi Quattro	2017	Luke Trotman	Mallock Mk.18B
2002	Keith Murray	Audi Quattro	2018	Keith Murray	Audi R8GTS
2003	Kevin Lealan	Westfield Sei	2019	Ian Hall	Darrian T98 GTR
2004	Ian Hall	Darrian T98 GTR	2020	Matt Hillam	SBD Dallara F3
2005	David Jackson	Caterham Superlight	2021	Stephen Miles	Van Diemen RF96
2006	Ian Hall	Darrian T98 GTR	2022	Philip Montgomery-Smith	OMS 2000M



Keith Murray, Audi Quattro, on the start line in 2001



Ian Hall, Darrian T98 GTR in 2007

Bill Farrow was another to have competed in the first Pegasus Sprint in 1991, in his road-going Morgan 4/4.

In 2023 the Bill Farrow Road Sports Car Cup will again be awarded to the best Bristol Pegasus Motor Club member competing in a car driven to the event, based on an index.

My trip to the NorthWest 200

by *Claire Meadows*

I am a fairly recent fan of motorbike road racing, having only really officially been to my first TT races in 2018 (apart from the odd 5-minute glimpse whilst passing)!! I was instantly hooked and began attending various other road races!! Early this May, I paid my third ever visit to the NW200 races in Northern Ireland.

The NorthWest 200 was first run in 1929, when the original distance was literally 200 miles. The course has varied over the years, notably in the early 70's when it changed to the current circuit which is 8.9 miles long, taking in the Causeway coast towns of Portrush and Portstewart and passing just north of Coleraine, gaining its nickname of 'The Triangle'. My first time was 2019, and I was then lucky to enjoy the 90th Anniversary of this great race! On that occasion I flew from Bristol to Belfast and took my tent in my suitcase and stayed in a holiday park in Portrush!



This year, all the racing in Northern Ireland had been under threat, from the lack of being able to obtain a suitable insurance quote! The rate had more than doubled from the previous year, and there was a struggle for funding. Luckily with some negotiation, some council funding, some private funding and most importantly £97,000 worth of public crowdfunding, the Northwest 200 was able to go ahead, along with the Cookstown and Armoy races, circuit racing and trials, so this was a huge relief to all the many thousands of motorbike fans in the area! The NW200 alone was

estimated to attract 100,000 fans the previous year!

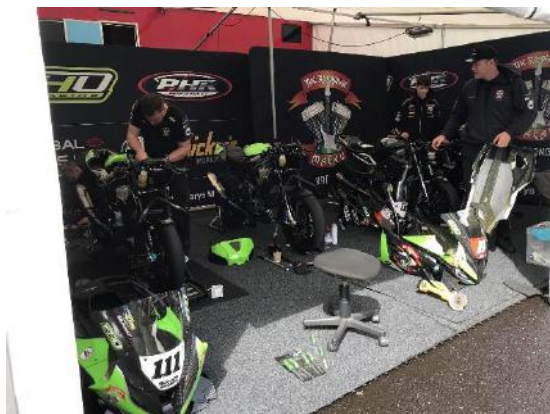
My chosen means of transport this time was again an easyjet flight from Bristol to Belfast International, and I was lucky to be staying with my lovely friend Mo, who I had met 5 years ago while attending the fantastic Ulster Grand Prix. Mo has been a fan of the bikes for over 60 years, and her husband Jim was an Ulster motorbike Champion in the late 70's and a very clever and skilled engineer with a passion for restoring old bikes, particularly Scotts. Her family has been very involved in bike racing and building over the decades and she has been a keen videographer and super supporter of the sport. So when we met we instantly shared a passion for the racing and the talents of the incredible riders.

The NW200 event starts on the weekend with several shows and events going on, leading up to the first practice day on the Tuesday of the race week, which lasts from around 9am to 3pm. This year, I couldn't get there until after the practices, but we did go straight up to the paddock from the airport for a good look round.

At this event, the classes consist of Supertwin, Supersport, Superstock and Superbike with many riders having several bikes to race over a few classes. The weather had been variable Tuesday, but they still got all the classes through their practices. Notably, Michael Dunlop, my favourite rider and a local hero from the legendary Dunlop dynasty, had been quickest of the Superbikes in that day's practice!



On the Wednesday, there was a rest day, though many of the teams could be seen working on preparing the bikes for the following race day. Myself and Mo and her friend Jane took a longer visit to the paddock, having a good look around all the bikes, meeting some of the riders, and dodging the showers! There is always something to see and do during the week of the races, and well worth buying the weekly paddock passes to be able to drop into the pits at any time, when road closures allow, and also to support the event.



Also essential is buying one of the excellent and informative race programmes, to keep informed of all the races and riders. This is one of the big fundraisers for this and every other Irish road racing event so I always like to get a programme and also join the supporters club, to be part of it all and help support those who are working so hard to put on the event.



On the Thursday of the event, there were practices scheduled for the morning and afternoon and 3 races on the evening, so a very busy day! The initial rain cleared quite quickly which was great news! For the morning I decided to head to a new viewing spot for me, on the Black Bridge, which was a bit further than half way down the first long straight, past the speed trap and a mile before University Corner. So they were likely going in the region of 170mph along there!! Or maybe more, as

some of the riders post 200mph+ through the speed trap! The bridge provided a good elevated position to watch the excellent practices. As with any spectator spot, it is essential to get there early so you get the best position, so I really lucked out this time!! Overall there were 11 riders who clocked over 200mph past the speed traps, with BSB star Josh Brookes recording the fastest ever speed posted there with 212mph!!

After the morning and early afternoon practice sessions, the roads are open for a couple of hours to allow folks to get around, so I decided to move on to another new spot for me. I found a nice church car park and chose a spot in a field by a fence for the evening races, also with a view to moving to the next field along and closer to the Magherabuoy Chicane for the following races.



This was a great spot as you could see the riders coming down the straight pretty fast and breaking and tipping in for the chicane. The opening race was the first Supersport race, and this was a cracker, won by Davey Todd on the Milenco by Padgett's bike.



A fantastic effort, winning by just one tenth of a second over Alastair Seeley, with Richard Cooper close behind him! I moved along to the next field for the first Superstock race, and again instantly got chatting to the friendly spectators beside me.



This was due to be a 6-lap race, but unfortunately young Manxman Nathan Harrison riding in the factory Honda team had an off and the race had to be red-flagged after 5 laps. Nathan is thankfully well on the way to recovery now though but had to miss the TT. He had been running in the Top 6 and is definitely a rising star having won the Manx Grand Prix Junior and Senior races in 2019, and finishing

in the Top 10 in the Senior TT just last year!

The race was won by Alastair Seeley, the winningest rider at the NorthWest. Davey Todd gained another excellent podium, with Michael Dunlop just behind him! I could tell this year was one of the most well-attended events for years, as the volume of traffic on the way back was huge! Nice to see it being so popular!



The Friday was another rest day, with more tuning, repairing and fettling of bikes! They held the traditional 'Meet the Riders' event in the town centre of Coleraine. This is always very popular, and around a dozen riders turn up to be interviewed and to meet and sign autographs for the appreciative crowd. After this, we made another interesting trip to the paddock and then a tour through the Classic Bike show just outside the paddock. There were some very historic machines there, which

later went on a short parade tour along the coast road.

Speaking of the coast road, this event is probably pretty unique in that it is held in a completely stunning setting with the top part of the Triangle running all along the coast road, and the Main Grandstand backing on to the most spectacular view! It is quite surreal to be watching superfast bikes leaving the start line in a mass start, and then turn around to see the absolutely incredible and peaceful beauty of the northern Irish coast!



Saturday was the Big Race day! Due to delays and lack of light on the Thursday, the last race of that day was added to the Saturday calendar, so we were in for 6 amazing races! And luckily, the forecast was to be dry all day! A real bonus! (Especially compared to 2019 when I was in super cold rain for 6 hours in my spot along the coast road, waiting for the start of racing!). This time I joined my lovely friends in a great spot by a housing estate along the start of the first straight which runs from just past the Mill Road roundabout. A great view! Many thanks to their lovely friend for her wonderful hospitality! The programme kicked off with the first Supertwin race.



This was a really exciting encounter with some very good close racing! It was won by Richard Cooper on a Ryan Farquhar machine, some 7 seconds clear of locals Paul Jordan and Adam McLean. All three were Kawasaki mounted. After this came the second of the Supersport encounters, and this was another amazing race where Davey Todd took the double, for his 3rd ever international win around the NW200 circuit. Richard Cooper finished second with Peter

Hickman 3rd on his own PHR Performance machine!



Unfortunately Hicky and FHO Racing teammate Josh Brookes had not been able to take part in the Superstock and Superbike races, due to some controversy about the carbon wheels on the bikes (a long story!). But huge fair play to Hicky for remaining, spending hours with fans, and running in the Supertwin and Supersport races! A real gent!

The next race was the first of the Superbike races. [The Superstock and Superbike races were shortened this time by a lap due to some remaining concerns about the longevity of the Dunlop tyres (another long story!).

But thankfully all remained safe this year!]. Michael Dunlop looked really racey in the first couple of laps but had to retire. Unfortunately the race was red flagged after 3 laps, but a result was declared with Glenn Irwin being the winner! Davey Todd gained another podium, with Dean Harrison 3rd. This was a great effort from Glenn who had some issues during the practices, both with setup and illness, but overcame these to keep his winning superbike streak going!

The second Supertwin race was another exciting affair which saw Richard Cooper do the double, with veteran racer Jeremy McWilliams finishing second on a Paton and Adam McLean third. Then the second Superstock race was won by Alastair Seeley taking a double in this class and earning an incredible 29th record victory around the Triangle! Mickey D had his best result of the week in 2nd place and Dean Harrison another great podium.

This just left the finale, the second Superbike race. This race was a thriller but unfortunately had to be stopped on the third lap after an incident. A result was declared, with amazingly Glenn Irwin taking his 8th Superbike win in a row!! Some result!! Seeley was 2nd with Dean taking another strong podium!

I was really sorry for all those who had offs during the week, but thankfully they are all recovered or well on the way to recovery. A huge thanks must be given to all the fantastic hardworking marshals, without who these events could not be run! Well done to everyone for putting on a great show! The bravery and skill of all the riders is something to behold, and the racing at this event was incredible and exciting throughout! Highly recommended! So for anyone interested in seeing more about these races check out: www.northwest200.org

On the Sunday, my trip was rounded off by another trip to Joey's Bar in downtown Ballymoney, run by Joey's wife Linda and family, and a true mecca for any Dunlop fan. It has a lovely relaxed friendly atmosphere with an amazing display of memorabilia and some of Joey's beloved bikes.



A great tribute to him. Also nearby are the Dunlop memorial gardens with wonderful statues of Joey, Robert and now sadly William, a very moving experience, and a fitting place to remember them all.

Whilst in the area, it is highly recommended to take in the beautiful scenery of the Causeway coast, including the nearby Giant's Causeway, the Dark Hedges and many other beautiful coastal vistas, which all add to a truly very special trip!



BPMC Polo or Sweatshirts

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

Pick your colour and size, state whether polo or sweatshirt and how many, then email Coralie coralie.thompson@bristolpegasus.com











Polo shirts £6.50 each and sweatshirts £10.

Club Facebook Group

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

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

2023 F1 Calendar

	Grand Prix	Circuit	Race Date
14	Dutch	 Circuit Zandvoort, Zandvoort	27 August
15	Italian	 Monza Circuit, Monza	3 September
16	Singapore	 Marina Bay Street Circuit, Singapore	17 September
17	Japanese	 Suzuka International Racing Course, Suzuka	24 September
18	Qatar	 Lusail International Circuit	8 October
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 Belgian GP

Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Score
Martyn Davies	Alonso	Stroll	Aston Martin	Red Bull	Aston Martin	846
Dave Cooper	Alonso	de Vries	Aston Martin	Red Bull	Aston Martin	814
Jessica Robson	Alonso	Bottas	Aston Martin	Red Bull	Aston Martin	814
Chris Thompson	Alonso	Pérez	Alpha Tauri	Aston Martin	Red Bull	729
Sam Thompson	Alonso	Pérez	Alfa Romeo	Aston Martin	Red Bull	726
Jonathan Taylor	Gasly	Stroll	Aston Martin	Red Bull	Aston Martin	714
Dodie Taylor	Alonso	Stroll	Aston Martin	Ferrari	Aston Martin	673
Martin Baker	Norris	Stroll	Aston Martin	Red Bull	Alpha Tauri	669
Liz Ibrahim	Bottas	Norris	Aston Martin	Red Bull	Alpha Tauri	637
Charles Alexander	Stroll	Verstappen	Alpha Tauri	Aston Martin	Ferrari	615
Ken Robson	Alonso	Magnussen	Aston Martin	Mercedes	Mercedes	593
Jose Suarez	Alonso	Sainz	Alfa Romeo	Aston Martin	Ferrari	592
Jamie Stevens	Bottas	Sainz	Red Bull	Williams	Aston Martin	574
Andy Moss	Alonso	Hulkenberg	McLaren	Red Bull	Williams	568
Joe Robson	Alonso	Magnussen	Aston Martin	Ferrari	Ferrari	557
Simon Moss	Russell	Sainz	Alpha Tauri	Aston Martin	Red Bull	557
Keith Weller	Alonso	Hamilton	Aston Martin	McLaren	McLaren	556

Bernie Humphrey	Alonso	Norris	Alpine	Aston Martin	Mercedes	554
Katie Davies	Alonso	Sainz	Alpine	Aston Martin	Mercedes	552
Helena Sarsted	Ocon	Sainz	Aston Martin	Ferrari	Aston Martin	544
Alison Bennett	Alonso	Hulkenberg	Mercedes	Williams	Red Bull	537
Lisa Davies	Hülkenberg	Russell	Aston Martin	Ferrari	Aston Martin	530
Mike Marsden	Bottas	de Vries	Aston Martin	Ferrari	Red Bull	523
Richard Ibrahim	Hülkenberg	Russell	Aston Martin	McLaren	Red Bull	521
Tim Murray	Russell	Zhou	Aston Martin	Ferrari	Aston Martin	520
Alyson Marsden	Magnussen	Stroll	Alpha Tauri	Red Bull	Ferrari	505
Richard Reynolds	Bottas	Stroll	Aston Martin	Mercedes	Mercedes	504
Sharon Reynolds	Ocon	Russell	Aston Martin	McLaren	Ferrari	430
Donny Allen	Bottas	Stroll	Alfa Romeo	Mercedes	Red Bull	428
Jerry Irwin	Alonso	Norris	Haas	Mercedes	McLaren	427
Rob Cooke	Norris	Russell	Aston Martin	McLaren	McLaren	427
Martin Emsley	Alonso	Bottas	Haas	Mercedes	Ferrari	420
Matthew Stevens	Alonso	Magnussen	Alfa Romeo	Ferrari	Mercedes	418
Mal Allen	Albon	Sargeant	Alpha Tauri	Williams	Williams	409
Mark Niblett	Bottas	Hamilton	Alpha Tauri	Mercedes	Alfa Romeo	343
Merlyn Griffiths	Bottas	Pérez	Alfa Romeo	Alpine	Mercedes	339
David Garnett	Norris	Sainz	Alpine	McLaren	Aston Martin	335
Neil Lock	Albon	Russell	Mercedes	Williams	Alpine	324
Daniel Shroff	Hamilton	Norris	Alpha Tauri	McLaren	Alfa Romeo	323
Chris Bennett	Bottas	Sainz	Alfa Romeo	Ferrari	Alfa Romeo	310
Pat Holmes	Norris	Sainz	McLaren	Williams	Ferrari	309
Ralph Colmar	Norris	Russell	Alpine	Williams	Alpine	281
Abi Reynolds	Leclerc	Norris	Alpha Tauri	McLaren	McLaren	229

BREAKFAST MEET - PETROL & STEAM
Sunday 27th August at Dean Forest Railway,
Forest Road, Lydney GL15 4ET
from 0930

All types of transportation welcome
Food & Drink Available



Martin Baker is planning a little run around the edge of the Cotswolds on **Sunday September 10th** for the Rover and "Spridget" groups that he is affiliated with.

The start will be at the **Cross Hands, Old Sodbury at 1030** and will comprise of approx. 105 miles mainly on "A" and "B" class roads. There will be a lunch stop at Toddington Station (GlosWarks Railway) before returning to Old Sodbury by mid-afternoon.

A simple route card will be provided and there will be "catch-up" points enroute so we don't lose anybody!

An invitation is extended to all BPMC members, classic car owners or not. Please express interest to: Martin Baker martin.nb42@btinternet.com

CLUB NIGHT MONDAY 11th SEPTEMBER
BAWA CLUB
589 SOUTHMEAD ROAD BRISTOL BS34 7RG



BRING YOUR CAR NIGHT



CLUB NIGHT MONDAY 9th OCTOBER

TALK BY IAN HALL

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 21st OCTOBER

CASTLE COMBE CIRCUIT

Following discussions with Motorsport UK and a review of an incident at last year's event, we have taken the decision to return to the 3/4 lap format. The format is not new to the event, Bristol Pegasus when it reintroduced sprinting to Castle Combe back in 1991 introduced the 3/4 lap format and this was used in 2020 and 2021.

Whilst we are disappointed that Camp Corner will not be in use, the change has enabled us to accept more entries, especially as we were oversubscribed last year.



The event is open to BPMC members, member clubs of the ASWMC, ACSMC and members of 500 Owners Association, BARC, MGCC, Castle Combe Racing Club, DEWS, Midland A.C, T R Register, Cheltenham C.C, EMCOS, Reliant S.S.O.C, Volvo OC, Bristol MC, Classic Marques S.S.C, Hagley & D.C.C and Woolbridge MC.



The entry fee is: £135.00

The maximum entry for the event is 140. A reserve list will be started once this figure is reached. The minimum entry is 85.

The minimum entry for each class is 3. The maximum entry for each class is 45, with exception of class A0 which has a maximum entry of 8. Should any of the minimum figures above not be reached, the organisers have the right either to cancel the meeting or to amalgamate classes as necessary.

Entries will be selected in order of receipt.

Entry list now open and will close finally on Saturday 9th October 2023.

<https://bristolpegasus.com/events/2023-pegasus-sprint/>

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

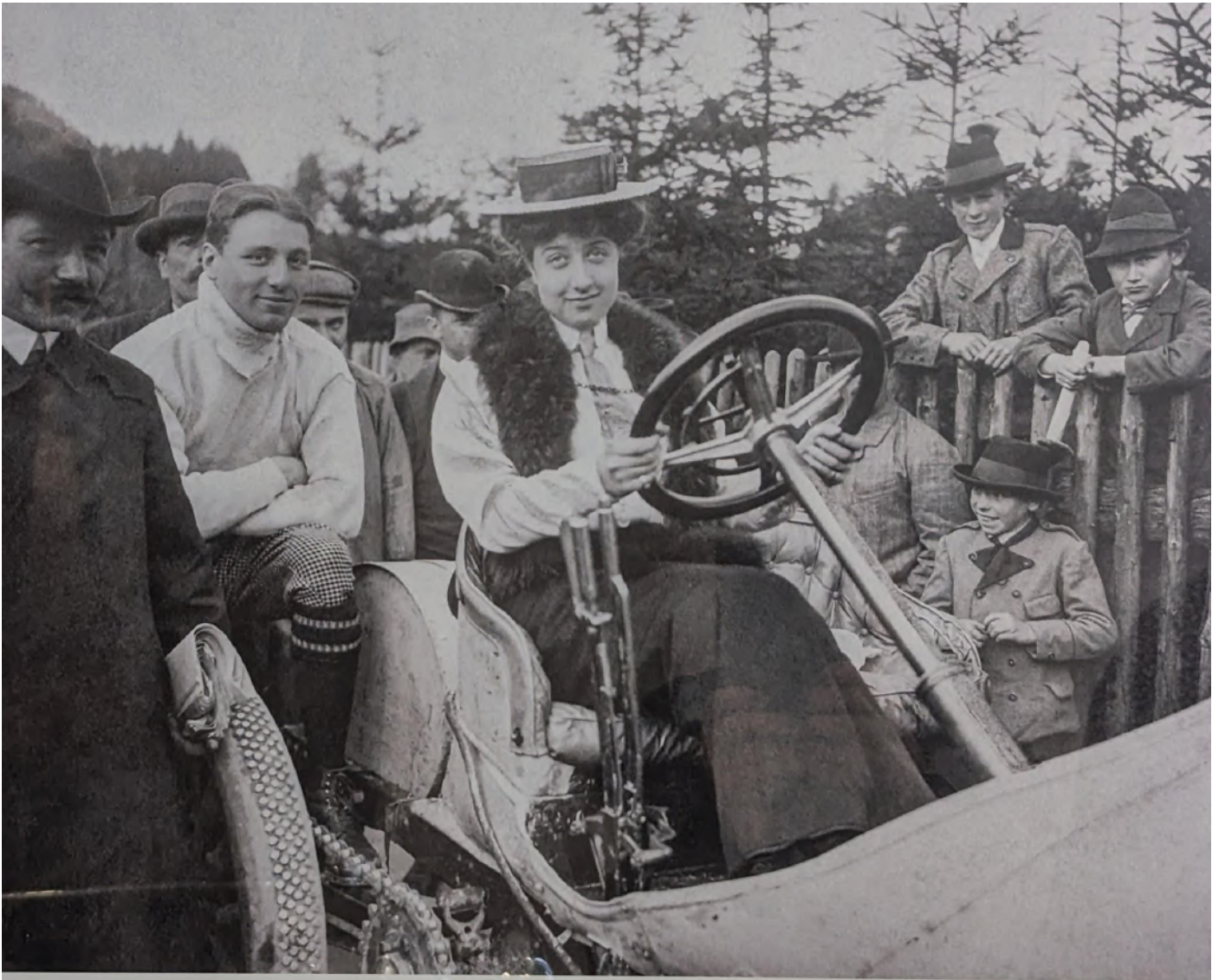
by Martin Emsley

You don't see too many of these, a wonderful Mini Marcos which is in regular use and well maintained.



BACKFIRE

What's in a name?



Mércèdes Jellinek

This is the only known photo of Mércèdes in a Mercedes.
Emil Jellinek, her father, insisted the cars were named after her.

2023 Events Calendar

Sunday 27th August	Breakfast Meet	FOD Steam Railway
Monday 11th September	Club Night Bring your Car Night	BAWA
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

STOP PRESS
NEW BPMC SPRINT APRIL 13th 2024 AT LLANDOW CIRCUIT

DEADLINE FOR NEXT BACKFIRE
SEPTEMBER 5th

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