

# Backfire

**April 2002**



The Magazine of the  
**Bristol Pegasus  
Motor Club**



Cover : Castle Combe Karting 2001 - Details of this years event inside.

# *Backfire*

## *The Bristol Pegasus Motor Club*

*April 2002*

**April 2002**

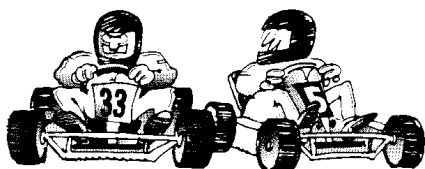


### **Monday 8<sup>th</sup> Club Night**

Join us at the Wheatsheaf for a Motoring and Motorsport Quiz. For more details see the advert later in this issue.

### **Sunday 14<sup>th</sup> Castle Combe Karting**

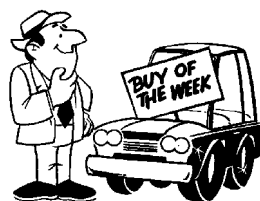
Change of Date. The date of the Karting Event at Castle Combe has changed from 7th April to 14th April. Details of the event will be available in the near future, once again Paul Draper will be organising the Bristol Pegasus Motor Club teams as they take on Bristol MC and MGCC in the inter-club challenge. For more information contact Paul on 01454-619163 or e-mail [paul.pantera@blueyonder.co.uk](mailto:paul.pantera@blueyonder.co.uk) - see the information later in this newsletter.



### **Sunday 21<sup>st</sup> - Production Car Trial**

This event has been postponed until later in the year.

### **Market Place**



Does any club member know of somewhere that can rent me a tool to recut the valve seats in a Midget cylinder head. I have tried a couple of car shops, but drew a blank.

Contact Mal Allen on 01761 470277

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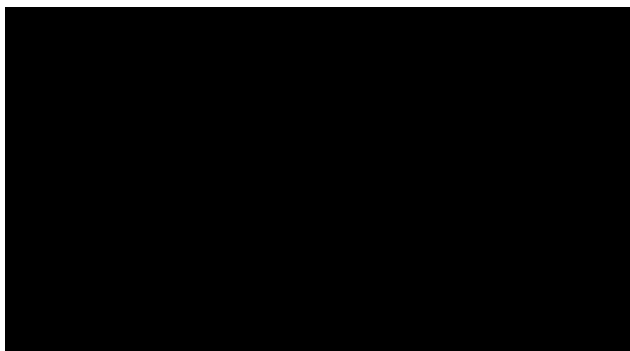
## **Backfire**

As always we are looking for contributions for Backfire  
80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP. e-mail  
[backfire@bristolpegasus.co.uk](mailto:backfire@bristolpegasus.co.uk) Fax (0870)139-2108 Club Website  
**WWW.BRISTOLPEGASUS.CO.UK**

# Competition News

## By Kieron Winter

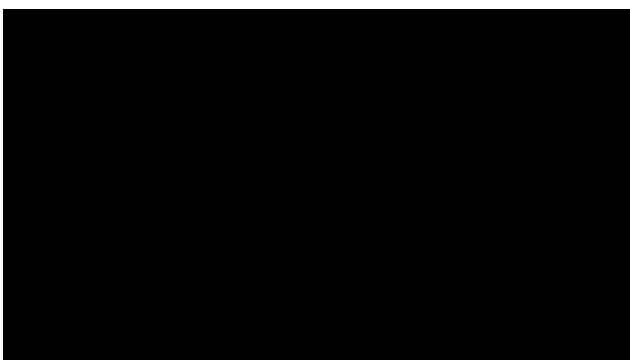
Wessex Sprint  
Monday 6<sup>th</sup> May



If you have not already sent your entry in for the Wessex you will need to Hurry as the entry list closes on the 15<sup>th</sup> April. Regs from Bruce Morgan on 01275 790855.

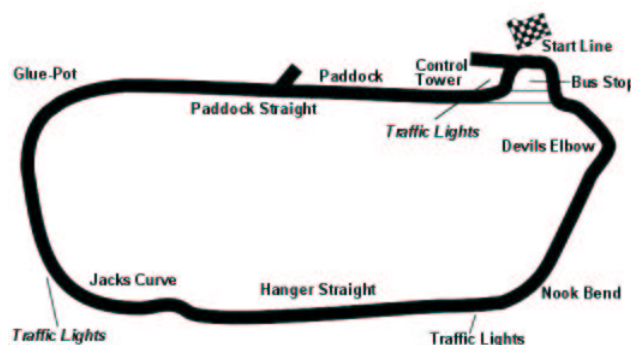
BMC Solo Event  
Sunday 19<sup>th</sup> May

We have received an invitation to the BMC "Solo" event to be held at the old Aust Services – A Solo event is a cross between a Sprint and an Autotest, and while similar events have been popular in the US for some years, this event is one of the first such events to be run in the UK. Further information later in the newsletter, but this low cost event sounds like a lot of fun.



For more info on any of the events on this page contact Kieron Winter on 01275 373363 or e-mail [kpwinter@ukgateway.net](mailto:kpwinter@ukgateway.net)

Llandow Sprint  
Monday 3<sup>rd</sup> June



I now have copies of the Regs for the Llandow Sprint on 3rd June. Our regular Sprinters will receive a copy of the Regulations, but if you have recently joined the Club or will soon be starting Sprinting, then please pass your name and address to make sure you receive a set when they are issued.

### Production Car Trial

Regrettably the PCT planned for 21st April had to be postponed, we will try and find a date in September at which the event can be run.

## Invitations

Somerset Stages Marshalling  
Saturday 20<sup>th</sup> April

We have received a request for marshals for the Somerset Stages Rally. The event, based around Minehead, should be interesting for anyone who wants to see what's involved in a stage rally.

TR Register Sprint – Boscombe  
Sunday 21<sup>st</sup> July

We have received an invitation from the TR Register for their Boscombe Sprint on the 21<sup>st</sup> July.

# Bristol Pegasus Fantasy F1 2002

## (positions after Malaysian GP)

### Results Prepared by Tim Murray

| Pos | Entrant               | Driver 1     | Driver 2   | Team 1   | Team 2  | Engine      | Total |
|-----|-----------------------|--------------|------------|----------|---------|-------------|-------|
| 1   | Andy Moss             | Raikkonen    | Montoya    | Williams | Minardi | Toyota      | 137   |
| 2=  | Mark Elvin            | Montoya      | Heidfeld   | Williams | Toyota  | Renault     | 130   |
| 2=  | Martyn Davies         | Montoya      | Heidfeld   | Williams | Sauber  | Ferrari '01 | 130   |
| 4=  | Dave Cutcliffe        | M Schumacher | Yoong      | Williams | Minardi | Asiatech    | 121   |
| 4=  | Martin Emsley         | M Schumacher | Yoong      | Williams | Minardi | Asiatech    | 121   |
| 4=  | Matthew Watts         | M Schumacher | Yoong      | Williams | Minardi | Asiatech    | 121   |
| 4=  | Patrick/Gill Williams | Heidfeld     | Yoong      | Ferrari  | Minardi | BMW         | 121   |
| 8   | Paul Wiese            | Montoya      | Salo       | Williams | Renault | Ferrari '01 | 120   |
| 9   | Elisabeth Lewis       | Montoya      | McNish     | Williams | Renault | Renault     | 119   |
| 10  | Chris Bate            | Montoya      | Salo       | Williams | Sauber  | Ferrari '01 | 118   |
| 11  | Pete Goodman          | Montoya      | Villeneuve | Williams | Arrows  | Honda B     | 112.5 |
| 12  | Chris Lewis           | Button       | de la Rosa | Williams | Jaguar  | BMW         | 105   |
| 13  | Steve Webb            | Heidfeld     | Fisichella | Williams | Toyota  | Ferrari     | 104   |
| 14  | Alison Emsley         | Heidfeld     | Panis      | Williams | Sauber  | Ferrari     | 100   |
| 15  | Bill Farrow           | M Schumacher | McNish     | Renault  | Toyota  | Ferrari '01 | 97    |
| 16  | Tim Murray            | Barrichello  | Massa      | Ferrari  | Minardi | Ferrari '01 | 93    |
| 17  | Lisa Taylor           | M Schumacher | McNish     | Sauber   | Toyota  | Toyota      | 92    |
| 18  | Dick Craddy           | Montoya      | Massa      | McLaren  | Renault | Asiatech    | 90    |
| 19= | Arthur Tankins        | Fisichella   | Villeneuve | Williams | BAR     | BMW         | 85    |
| 19= | Helen Davies          | M Schumacher | Heidfeld   | Sauber   | Arrows  | Ferrari '01 | 85    |
| 21= | Mark Williams         | M Schumacher | Bernoldi   | Sauber   | Toyota  | Cosworth B  | 84    |
| 21= | Martin Baker          | M Schumacher | Heidfeld   | BAR      | Toyota  | Ferrari '01 | 84    |
| 21= | Mary Craddy           | M Schumacher | Heidfeld   | Renault  | Arrows  | Toyota      | 84    |
| 24= | Caroline Meaden       | Barrichello  | Sato       | Williams | Sauber  | Mercedes    | 82    |
| 24= | Liz Moss              | Button       | Verstappen | Ferrari  | Arrows  | Cosworth B  | 82    |
| 24= | Tom King              | Barrichello  | Montoya    | Jordan   | Minardi | Mercedes    | 82    |
| 27  | Lucy Manning          | Barrichello  | Salo       | Williams | BAR     | Renault     | 79    |
| 28= | Alison/Sam Bennett    | Barrichello  | Fisichella | Williams | Arrows  | Mercedes    | 75    |
| 28= | Jeff Spencer          | Barrichello  | Fisichella | Williams | Arrows  | Mercedes    | 75    |
| 30  | Kieron Winter         | Heidfeld     | de la Rosa | McLaren  | Renault | BMW         | 72    |
| 31  | Mike Baker            | M Schumacher | Salo       | BAR      | Arrows  | Ferrari '01 | 68    |
| 32  | Pete Stowe            | Heidfeld     | Panis      | McLaren  | Renault | BMW         | 67    |
| 33  | Chris/Josh Bennett    | R Schumacher | McNish     | McLaren  | Sauber  | Asiatech    | 66    |
| 34  | Liz Baker             | Coulthard    | Salo       | Williams | Arrows  | Ferrari '01 | 65    |
| 35  | Rex Meaden            | Barrichello  | Panis      | McLaren  | Renault | Ferrari '01 | 52    |
| 36  | Alan Spencer          | Coulthard    | McNish     | Jordan   | Jaguar  | Toyota      | 35    |

For the latest F1 Scores check out the club web site, where we will try to keep the scores upto date between Backfires.

# **Bristol Pegasus Clubmans**

## **Championship 2002**

**Prepared By John Corfield**

| <b>Total</b> | <b>ENTRANT</b>        | <b>Pos.</b> | <b>No.</b> | <b>Organised</b> |
|--------------|-----------------------|-------------|------------|------------------|
| 5.38         | Matthew Marples       | 1           | 1          |                  |
| 5.38         | Mark Astin            | 1           | 1          |                  |
| 4.75         | Andy Moss             | 3           | 1          |                  |
| 4.75         | John Corfield         | 3           | 1          |                  |
| 4.13         | Howard Johnston       | 5           | 1          |                  |
| 4.13         | Paul Bird             | 5           | 1          |                  |
| 3.50         | Stephen Webb          | 7           | 1          |                  |
| 3.50         | Martin Emsley         | 7           | 1          |                  |
| 2.88         | Andy Rigler           | 9           | 1          |                  |
| 2.88         | Dick Craddy           | 9           | 1          |                  |
| 2.25         | Mike Mcbraida         | 11          | 1          |                  |
| 2.25         | Alan Spencer          | 11          | 1          |                  |
| 1.63         | James Harris          | 13          | 1          |                  |
| 1.63         | Mark Wright           | 13          | 1          |                  |
| 1.00         | A Clifford            | 15          | 1          |                  |
| 1.00         | Christopher Goodchild | 15          | 1          |                  |
| 0.00         | Martin Baker          | 17          | 0          | Yes              |
| 0.00         | Dave Cutcliffe        | 17          | 0          | Yes              |





*Over the next few months we will be reprinting the information from the Motor Sport Safety Fund guide to marshalling.*

*Among the subjects covered will be first aid, Fire fighting, radios and speed event marshalling. This month we start with a basic overview of what is involved in marshalling.*

*If you want some practical marshalling experience, along with the chance to see some great sprint action why not come along to help at the Wessex sprint.*

## **An Introduction to Marshalling**

Marshalling is for anybody who is interested in and wants to be involved in motorsport. You don't need any special skills or qualifications to start, just common sense and a reasonably developed sense of self-preservation.

As you become more involved you will

be able to take advantage of training run by individual motor clubs, Regional Associations or the clubs set up to cater specifically for Marshals.

This booklet isn't a substitute for that training, but is designed to act as an aide memoire to back up the experience and the training you receive as your marshalling career progresses.

### **Personal Equipment**

Wearing the right gear is essential for marshals. You can't go back to the car, nip into a bar or pop off for a hot dog and a cup of tea at the drop of a hat. In the wrong sort of clothing there is a very real danger of hypothermia in the winter and sunburn or heat stroke at the height of the summer.

You don't need any special clothing to go marshalling. Be prepared for the worse and remember you can always take off an extra layer of clothing if you are too hot.

### **Essential Clothing**

Wear natural fibres (cotton and wool) - particularly next to the skin. Man made fibres can melt - even under protective overalls - causing nasty burns.

Thick shirts and trousers, several jumpers and one or more pairs of thick socks. On cold days wear thermal underwear.

Always cover your arms and legs - even when it is hot. Overalls protect your clothes and give additional protection against fire if they are the orange, fire retardant Proban treated variety worn by many marshals.

Wear thick gloves which are reasonably loose fitting and consider carrying a spare or a waterproof pair as damp gloves can

scald if you grab a hot exhaust.

Stout boots - hiking or work boots - are essential. Even if you are wearing gloves it is quicker and safer to kick debris off a track rather than to pick it up. Never wear trainers. They provide no protection and are not waterproof.

Hats are essential as we lose a high proportion of body heat through our heads in cold weather and a light hat will protect from sun stroke in hot weather.

Always take waterproof tops and trousers with you. Avoid thin nylon at all costs. Rubberised cloth and more expensive fire resistant waterproofs are the best option. Choose colours which don't clash with flags - orange is ideal.

### Other Equipment

Ear plugs or ear defenders - essential at F1, Historic F1, F3000 and GT meetings. Plugs are probably best for incident marshals. Defenders are more useful for flag marshals and observers and in the pits.

Gesco/Tuff-Kut Scissors - cut everything from seat belts to brake pipes.

Screwdriver - with a reversible blade (flat and Phillips) if possible.

Safety glasses - not a must, but can be useful when marshalling close to gravel traps.

Sun cream - you will be painfully surprised at how easy it is to get burnt when you are standing out all day.

Whistles - Should only be used as a warning by the people in charge of the marshals post at race meetings, so, if you have got one, keep it in your pocket at

circuits. They can come in handy on rallies and at hillclimbs, however.

### Food and drink

Always take ample food and drink (in particular during the summer when dehydration can be a real threat) and never rely on course catering. It may or may not be there, you may or may not be able to get to it.

### Promoting Motorsport

Marshals are one of the public faces of motorsport – particularly in the Paddock, the Pits and at Rallies, where you are more likely to have direct contact with spectators and a host of people who aren't interested in motorsport and may even resent the presence of an event.

We can't ignore them and we must do everything to accommodate them along with the enthusiasts. Motorsport faces rising customer expectations and widespread quality competition. Motorsport's customers include competitors, sponsors, Press and TV. circuit and land owners and their staff and marshals themselves as well as spectators.

We need to do everything we can to create events competitors want to compete in, marshals want to officiate at, spectators will pay to watch and circuit and landowners will want to stage again.

Remember: When people are breaking the rules and safety is at stake, when you are tired and fed up, when the going gets really tough, that's when you really need to make an extra effort to do the impossible, bite your tongue and keep everyone safe and happy.

# March Navigation Exercise 2nd March 2002

By Andy Rigler and Dick Craddy



With the commitment to refund Severn Bridge tolls, Seven crews were attracted to the possibility of a run around the Welsh/English border country, north of Chepstow. From the start at the Nature Trail car park at St Arvans the route stayed on the east side of the Wye, running via Tintern, Trellech and Whitebrook before crossing the river and leading south to the finish at Brockweir where we gathered at the County Inn (a popular venue used at our event a couple of years ago). This area provides many opportunities for interesting routes, which demand careful planning by organisers and concentration for both the navigator, when plotting and describing the route, and the driver given twisty narrow, high banked and in places poorly maintained roads. A small added organisational complexity was the need to liaise with the RLO's for both Gwent and Gloucestershire. When planning the route we used the organisers Golf and Saab cars, so we knew it was suitable for all comers including the McBrida EV06!

Following last years foot and mouth restrictions, this years events have shown a renewed interest and it was pleasing to welcome Doug Wheller in his open

Austin Seven for the first time, although regrettably they did not make it to the finish (Doug, if you call Martin Baker he will arrange to refund your bridge toll).

Given the nature of the terrain, the balance between Novice and Expert route cards was given careful consideration. However, the usual organisers anxiety was felt at the start while we waited for the first crew to move off. On this occasion it was Matt Marples and Mark Austin (Corsa) - a Novice crew ! Sometime later this was followed by a plea for help from Mike McBrida/Alan Spencer who could not start the EV06 because one hours use of the interior lights had flattened the minimal battery. A push start by the organisers (no extra cost) sent them on their way.

Two hours and ten minutes were allowed with penalties per minute leading to exclusion after a further 15 minutes. Three crews reached the finish within the time allowed. The winners, Adams/Goodchild (Land Rover 90) incurred four penalty points to score 231 out of a possible 250 points. They narrowly beat Marples/Austin who scored 225 points. The usual sharing of stories, questioning of organisers and relaxation followed before dispersing sometime after 11pm. Thanks to everybody who entered, we trust you enjoyed the experience.

The results are

- 1<sup>st</sup> Adams/Goodchild Land Rover 90 (N)
- 2<sup>nd</sup> Marples/Austin Corsa (N)
- 3<sup>rd</sup> Emsley/Baker Peugeot 306 (E)
- 4<sup>th</sup> Moss/Corfield Rover 420 (E)
- 5<sup>th</sup> McBrida/Spencer EV06 (E)
- 6<sup>th</sup> Wright/Harris Calibra (N)
- DNF Wheeler/Butcher Austin Seven (N)



# 2002 CLUB DAY

We will be holding our test day at Castle Combe on Saturday 20th July. This is a great chance to take your car on track and receive some expert tuition (if you wish). Building on the success of last year we aim to once again to organise some off track activities and turn this into a day which all members might attend.

Simultaneously we aim to support St Peter's Hospice. To make this successful we need your ideas and support NOW as plans evolve.

If you can help or have a suggestion please contact:  
Martin Emsley (01454) 250067.



## QUIZ

Motorsport & Motoring  
Monday 8th April  
8.30pm, at

The Wheatsheaf, Winterbourne.

For more details contact: Martin Emsley (01454)250067

*JUST FOR FUN*



# Club Night Venue

## The Wheatsheaf

From M32 (junction 1)

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.



From M5 junction 16

(Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

# CCC Day Castle Combe

## Bristol Pegasus Club Stand

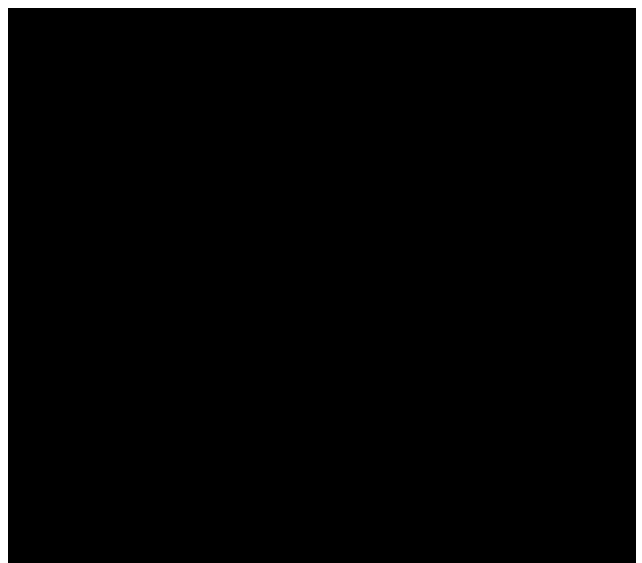


We will again have a club stand at the CCC day at Castle Combe.

If you are interested in displaying your car on the club stand please contact John Corfield on 0117 9870763 or by e-mail at [john\\_e\\_f\\_corfield@hotmail.com](mailto:john_e_f_corfield@hotmail.com).

We are looking to get wide variety of club cars, not just out and out performance vehicles.

In return for displaying your car there will be some free track passes up for grabs, as well as free admission to the circuit.

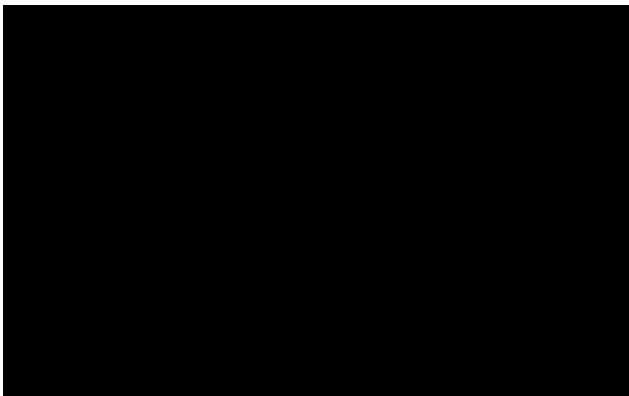


## BMC Solo Event

The following information is reproduced from the Bristol MC Web site – If the event takes your interest and you want regs they can be obtained from Allen Harris 0117 9421204 or Paul Parker 01275 372961.

They may also be downloaded from  
[www.bristolmc.org.uk/EventRegs/soloregs.htm](http://www.bristolmc.org.uk/EventRegs/soloregs.htm)

### A New Motorsport Discipline



Have you ever thought that you would compete in motorsport if you could find something that gave a bit more speed than Autotests offer but were not as quick as Sprints like Colerne and Castle Combe? Well we may have just the discipline for you. In America it is called **SOLO** and, like hillclimbs and sprints, it is just you against the clock. It is not as fast as either of these two and doesn't involve the intricate nature (or the going backwards) involved in Autotests.

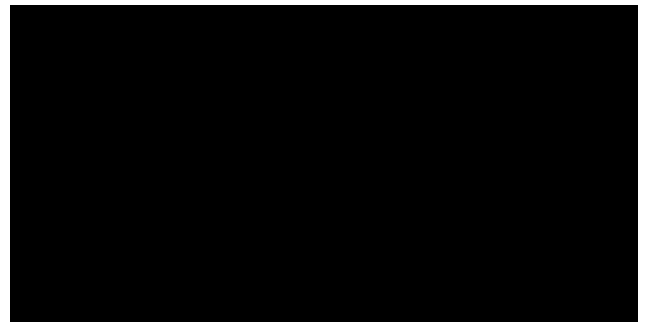
The costs involved in running the event are intended to be pared right to the bone to enable entry fees to be as low as possible. This will be done by keeping speeds low, hence diminishing most safety worries. Many of the costs associated with the faster Speed Events, such as rescue units, ambulances, scrutineers, and professional timekeepers, should therefore be avoided.

Competitors will be divided into three groups. At any one time one group will be competing, another preparing to compete, and the third will be marshalling. As each group has had its run it's 'all change'. Those who were preparing now compete, those who have just competed go to marshal and the former marshals get ready for their go. This constant change of roles carries on throughout the day. Another advantage is that one car can be driven by three different people (mum + dad + son/daughter for example)

It will be open to any road-legal car, subdivided into classes by engine capacity, and the course layouts will be designed to ensure that both top speeds and corner speeds will be modest. You should therefore go home with plenty of tread on the tyres and all the panels looking just as they did when you left home.

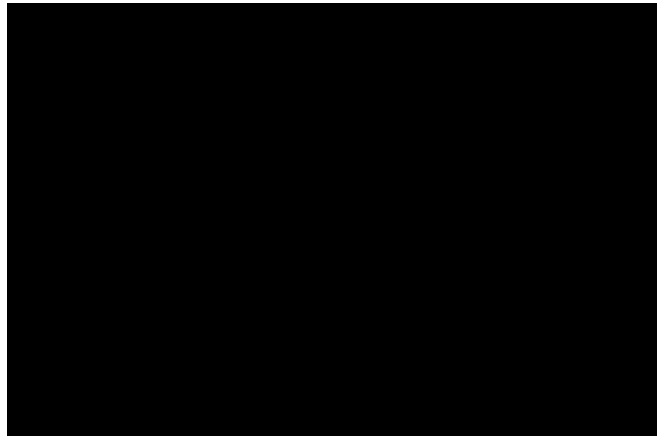
The venue will be the car park of the original Severnview Services on the M48, now owned by *Motion Media Technology*. In the USA this sport is absolutely massive; the entrants for their National Final (which takes place over the thick end of a week) number around 1000! We're not expecting quite that number, but we're hoping that you will support this new venture - if only out of curiosity!

Paul Parker



# **Castle Combe Endurance Karting Challenge 2002**

The 4<sup>th</sup> Annual inter-club Karting Challenge  
takes place on the 14th of April 2002.



The event will use the outdoor Kart circuit at  
Castle Combe.

Cost is just £20.

If you want to take part contact Paul Draper  
on 01454 619163.

The honour of the club is at stake !

