

Backfire

August 2002



The Magazine of the Bristol Pegasus Motor Club

Photo : 2002 Castle Combe Day - Club chairman Kieron Winter hands over the cheque for St Peters Hospice to charity co-ordinator Martin Emsley

Backfire

The Bristol Pegasus Motor Club

August 2002

August 2002 Events

Monday 12th Club Night

Regular meeting at the Wheatsheaf Inn Winterbourne Bristol. An informal evening with the chance for a beer and a chat. This month members are encouraged to bring along any interesting motorsport photo's they may have from the summer so far. From 8.30pm.

Monday 19th Treasure Hunt

Dick Craddy organises.
Start - 172 / 627834.1/2 located where the road at Hortham crosses the M5. Time - 7.30pm prompt.
Finish - White Hart at Olveston

The event will be genuinely simple with a different Tie Decider!

Monday 26th Two Club Sprint

The
Entry list
for the
Two

Club Sprint is filling up fast. The event is a round of the British Sprint Championship, so there should be plenty of interesting cars competing.

Members should contact Kieron Winter (01275 373363 or kpwinter@ukgateway.net) if they require a set. There is also an electronic copy on the club website.

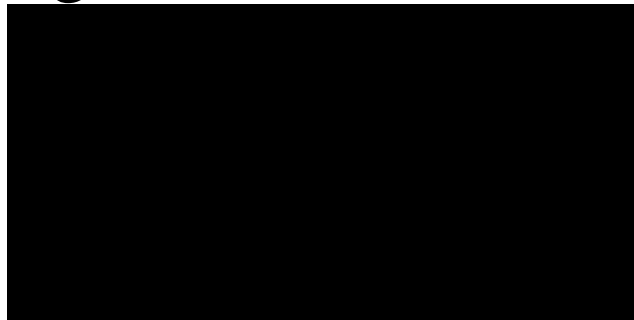
As always we need to marshals for the Two Club Sprint and as no spectators are allowed as Colerne is a Military Airfield, this is the only way to get to see the action, If you are interested contact Bob Hart on 0117 9409772 (home) - there should be time to have a good look around the paddock at lunch time and a food voucher will be provided.

Backfire

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

Competition News

By Kieron Winter



Production Car Trials

Invitations have been received from the MG Car Club (South West Centre) for two Production car Trials which they are running at West Harptree. The first event is on Sunday 11th August and the second on Sunday 27th October. You do not need a Competition licence for this event, all you need is your Club card. The event is non-damaging and excellent for first time competitors. More details can be obtained from Bruce Weston on tel:01963 440941. Bruce would also like to hear from regular competitors as what can be done to increase the popularity of PCT's, if you have some thoughts, please give him a call. Regs and entry forms are available from Kieron Winter.

Road Rally

Regulations have been received from Oxford Motor Club for their Bullnose Rally on the night of 7th and 8th September. The rally starts and finishes at the Membury services on the M4, it is a dual permit event and there is a class for Beginners. Regulations are available from Kieron Winter.

Sprints

Bristol Two Club Sprint. Entries for the event at Colerne Airfield on 26th August, close on 12th August. Anyone who has not yet entered should do so, at the time of writing there were only a few spaces left on the entry list.

Marshals will be required for the event, remember that Colerne is not open to Spectators, so the best way to get close to the action is to be a course marshal. If you are available to marshal please contact Bob Hart on tel: 0117 9409772.

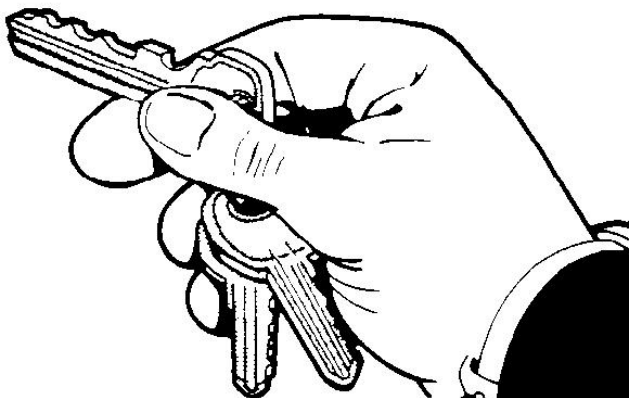
Pegasus Sprint. Regulations for the Pegasus Sprint at Castle Combe on 19th October are currently at the printers. It is anticipated that they will be ready for issue at the end of August. To ensure that you get a copy make sure that Kieron Winter has your name on the distribution list.

Invitation

**LLANDOW
SPRINT
WEEKEND
14TH AND 15TH
SEPTEMBER**

Organised by BARC (Wales Centre) and Welsh Counties Car Club Tel:- 01792 893800 or 01792 884713 or send your address to Anita Williams 25 station road, grovesend, swansea. SA4 4GY.

Chairman's Chat



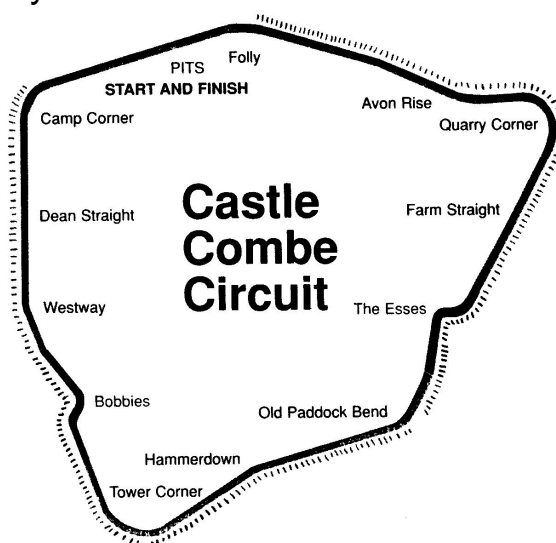
I want to say a big thank you to all members who supported the Club day at Castle Combe circuit on 20th July. The day was a great success both on the track and with the club day which raised a good sum of money for Charity.

Firstly the track day was run with great efficiency by Phil Harris and Tony Smith. With the help of the circuit organisers, cars were quickly dispatched onto the track, in fact Tony had to go looking for drivers in the morning. Queues were kept to a minimum as drivers were directed in to the appropriate lane to wait their turn on the track. After the event many people took the trouble to say thank you, and to remark on how well the event was run. Several people doing their first event with us commented on how well things were run compared to other track days they had been to. Thanks once again Phil and Tony.

The off track activities were also well supported. The Quantum owners club came along with their club stand to support some of their members who were out on the track. Thanks to Bernie Pottrell for organising this - it

looked very professional Bernie and good luck with your new job at the Quantum factory. We were also joined by several members of the Bristol Vintage Motorcycle club who stopped off at the circuit on a run organised by Alan Spencer. (Good job you persevered with that gazebo Alan, it came in handy when we had that short, sharp, shower)

Finally a big thanks go to those who helped organise the Club Stand which housed the Charity table, display boards and the charity raffle. Thanks especially go to chief ticket seller Martin Emsley. Martin did a great job in selling tickets (along with Pete Goodman, James Harris, Alan Spencer and others). The raffle had some excellent prizes and thanks go to Martin, Pete Stowe, Mark Elvin, and Rob Gilmour who all persuaded their employers and others to donate prizes. 30 members also raised money for St Peter's Hospice by signing in their cars. All these efforts raised a sum of money only a few pennies short of £360. Well done everyone.



Club Day 2002

By Martin Emsley

From the sounds of it most people had a great day. Though the weather was not 100% kind overall it was reasonable, for an 'English summer'.

Andy and I both had wonderful runs in the Citroen; it probably did over 40 hard laps. We took our criteria a little too literally as it had not been touched since last used, we just got in turned the key and it performed admirably not missing a beat all day. Not too bad for an 11 year old car with over 100k under its wheels.

One thing that I really noticed is just how valuable good tuition and advice is, having been tutored by various experienced club members in the past Martin Baker came out with me for a run. I believe I showed a definite improvement in line, technique and speed up to the point where I decided to brake at the same point as a Beemer, we had an 'exciting' trip towards the marshals post. No harm done, what it taught me was how carefully you have to concentrate on what your car and you can do, not get distracted!

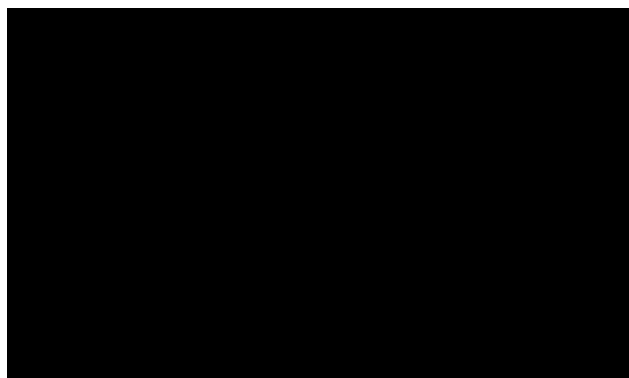
The tuition is very worthwhile, and free, much more satisfying than just thrashing around unsure of whether you are getting it right or wrong.

The club stand was great, nice to see so many club members present, good to meet a few new people and put some faces to names. On behalf of St Peter's Hospice, Bristol and The

Bristol Pegasus Motor Club I would like to thank you all for your generosity, we managed to raise £364.82 a great achievement, thanks for digging deep.

To those who won in the raffle, congratulations, especially to the 1st prizewinner who left before the draw because 'I never win anything'. To those who were unlucky this time please have another go at the AGM.

Tyres and Exhausts ***By John Corfield***



I'm a great believer in making recommendations when I get a good deal and good service. I know that (like for holiday hotels!) other people's experiences may be very different but I pass the following on in good faith.

When I ran my Cossie at Llandow, some of you will know that I completely overcooked part of the last lap and badly flat spotted my tyres whilst trying to slow down enough to get into the bus stop. After I'd changed the wheels to go home, and whilst marvelling at the site of canvas instead of rubber showing in just one place on each tyre (explains all the smoke!!) I chatted with Mike

Potter. Mike, who ran his Subaru WRX RA in the same class as me that day, is the Managing Director of Bridge Tyres & Wheels at Taunton. He passed me his business card whilst explaining that he would be happy to help me out with a fair deal should I choose to visit his company.

I should add that the tyres were Yokohama A032R's and the last time I fished around for a price I was seeing £145 per tyre! During the next few weeks I surfed the net a few times, chatted with colleagues and followed up a few leads - but I couldn't beat Mike's price when I finally phoned him (07753 824400).

I travelled down to Taunton early one Saturday (by prior arrangement) and received excellent service from the guys working that morning - within a very short time I was on the road back home enjoying the feel of the new boots. If you need tyres, particularly 'competition' tyres then do yourselves a favour and talk to Mike first - and remember to mention you're a club member with a competition licence (it helps with the discount!).

The stainless steel exhaust on the Cossie had been modified some time in the past to increase ground clearance. The circular pipe adjacent to the final drive housing had been changed to a 'D' section by cutting out a longitudinal letter-box section and replacing it with a flat plate - hence the 'O' cross section being changed to a 'D'.

Unfortunately the steel plate welded into the pipe was not stainless and it

had rusted through.

I'd asked around for a stainless steel welder, and Dave Cutcliffe gave me a good lead, but as the guy he'd suggested was not an exhaust repairer as such I faced the prospect of having to get the exhaust section off and to him (time and logistics would make that difficult for me).

I must now apologise to whomever it was suggested I visit Bell Silencer Services Limited (sorry - I really can't remember) but it turned out that they manufacture and install stainless steel exhausts.

Bell are in Swindon (Hooper Place, 0179 3484520) which was fine for me as that's where I'm working now, but they are less than an hour from the centre of Bristol in any case. I took the Cossie there last Monday for a look, left it there on Tuesday at 8am while I went to work and picked it up at 5pm with the work all done. They had removed the exhaust section and very neatly welded on a proper stainless steel patch - at a total cost of £50 (much less than replacing the exhaust section). The service was very good and very professional and so Bell is my second recommendation.

Footnote - By Andy Moss

It was me who mentioned Bell to John - they recently supplied me with part of the exauhst system for my 1970 Rover P6.

I thought they were good too - in fact

how many places have a exhaust section in stainless for a 30 year old car and can dispatch it same day !

I did not go up to Swindon but had the system sent by carrier and fitted at my local garage as the car was going in for its [M.O.T](#) anyway.

They were also pretty good at identifying the part I needed over the phone - which considering there were 3 or 4 different designs for Rover exhausts of that era is pretty good !

I also bought the rear silencer for the same car off of them about 10 years ago and it is still doing a good job.

Even if you don't use Bell I would recommend that if you intend to keep you car (modern, competition or classic) for any length of time a stainless exhaust has to be a really good investment.

It's strange that the difference in the cost of the material between making an exhaust in stainless instead of mild steel has to be relativley small so I am surprised more cars aren't supplied with stainless from new - I guess Kwik-Fit would not like that too much !

By the way if anyone else has particularly good service from a garage or spares supplier why not write in and let the rest of us know.

If enough people respond we may be able to come up with a list of firms recommended by club members.



MARKET PLACE

Free adverts of motoring related items for club members - send to the Backfire address

Come on all you Pug owners you need to buy some go faster bits for your Pug!

1 of 1900 205/309 Gearbox with 4.8 CWP

1 of 1900 205/309 Gearbox with 3.9 CWP

Set 309 GTI seats in reasonable order.

1 Rolling 309 GTI shell (This shell is of sound condition and is clogging up my drive) Log book and registered.

8 x 1900 Alloys

1 205/309 GTI front cross member with 309 wishbones on new powerflex bushes.

Later this year 1900 engine. In 2002 has provided 7 ASWMC/ British Sprint Leaders class wins in Sprints & Hillclimbs. SP Performance Big valve head. Tuned by Ratt racing, this engine will be complete except for carburettors and sump baffles but will be in a state to bolt straight in. This is a very competitive engine and can be heard and seen running at any ASWMC sprint.

For full spec & price call me.

Paul Perkin 01626 888077 OR
07785 387 659 or
peperky@perky.eurobell.co.uk.

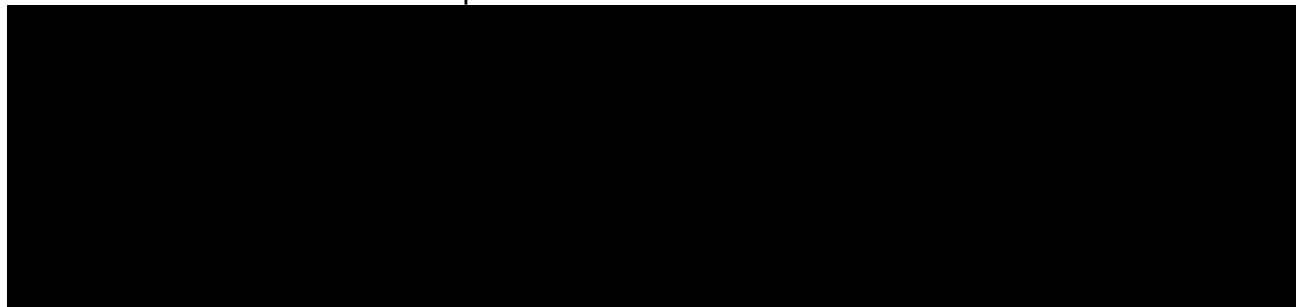
Bristol Pegasus Fantasy F1 2002

(positions after German GP)

Results Prepared by Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Martyn Davies	Montoya	Heidfeld	Williams	Sauber	Ferrari '01	647
2=	Dave Cutcliffe	M Schumacher	Yoong	Williams	Minardi	Asiatech	638
2=	Martin Emsley	M Schumacher	Yoong	Williams	Minardi	Asiatech	638
2=	Matthew Watts	M Schumacher	Yoong	Williams	Minardi	Asiatech	638
5	Paul Wiese	Montoya	Salo	Williams	Renault	Ferrari '01	623
6	Mark Elvin	Montoya	Heidfeld	Williams	Toyota	Renault	620.5
7	Elisabeth Lewis	Montoya	McNish	Williams	Renault	Renault	619.5
8	Tim Murray	Barrichello	Massa	Ferrari	Minardi	Ferrari '01	618
9	Chris Bate	Montoya	Salo	Williams	Sauber	Ferrari '01	606
10	Patrick & Gill Williams	Heidfeld	Yoong	Ferrari	Minardi	BMW	601
11	Alison Emsley	Heidfeld	Panis	Williams	Sauber	Ferrari	593
12	Andy Moss	Raikkonen	Montoya	Williams	Minardi	Toyota	591
13	Steve Webb	Heidfeld	Fisichella	Williams	Toyota	Ferrari	584
14	Caroline Meaden	Barrichello	Sato	Williams	Sauber	Mercedes	575
15	Pete Goodman	Montoya	Villeneuve	Williams	Arrows	Honda B	565.5
16=	Alison & Sam Bennett	Barrichello	Fisichella	Williams	Arrows	Mercedes	563
16=	Jeff Spencer	Barrichello	Fisichella	Williams	Arrows	Mercedes	563
18	Lucy Manning	Barrichello	Salo	Williams	BAR	Renault	523.5
19	Tom King	Barrichello	Montoya	Jordan	Minardi	Mercedes	516
20	Helen Davies	M Schumacher	Heidfeld	Sauber	Arrows	Ferrari '01	515
21	Mary Craddy	M Schumacher	Heidfeld	Renault	Arrows	Toyota	512
22	Arthur Tankins	Fisichella	Villeneuve	Williams	BAR	BMW	510
23	Dick Craddy	Montoya	Massa	McLaren	Renault	Asiatech	507
24	Bill Farrow	M Schumacher	McNish	Renault	Toyota	Ferrari '01	504
25	Chris Lewis	Button	de la Rosa	Williams	Jaguar	BMW	498
26	Martin Baker	M Schumacher	Heidfeld	BAR	Toyota	Ferrari '01	495
27	Liz Moss	Button	Verstappen	Ferrari	Arrows	Cosworth B	473.5
28	Lisa Taylor	M Schumacher	McNish	Sauber	Toyota	Toyota	467
29	Liz Baker	Coulthard	Salo	Williams	Arrows	Ferrari '01	466
30	Mark Williams	M Schumacher	Bernoldi	Sauber	Toyota	Cosworth B	453.5
31	Mike Baker	M Schumacher	Salo	BAR	Arrows	Ferrari '01	449
32	Pete Stowe	Heidfeld	Panis	McLaren	Renault	BMW	447
33	Rex Meaden	Barrichello	Panis	McLaren	Renault	Ferrari '01	446
34	Kieron Winter	Heidfeld	de la Rosa	McLaren	Renault	BMW	443
35	Chris & Josh Bennett	R Schumacher	McNish	McLaren	Sauber	Asiatech	377
36	Alan Spencer	Coulthard	McNish	Jordan	Jaguar	Toyota	224

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

Upto & Including the June Treasure Hunt Prepared By John Corfield

	Total	ENTRANT	Pos.	No.	Organised
1	28.59	John Corfield	1	7	Yes
2	23.08	Andy Moss	2	6	
3	21.77	Martin Emsley	3	6	
4	15.82	Paul Bird	4	4	
5	15.54	Mark Astin	5	5	
6	15.54	Matthew Marples	5	5	
7	14.89	Martin Baker	7	4	Yes
		Christopher			
8	13.96	Goodchild	8	5	
9	10.12	Mike Mcbraida	9	3	
10	10.06	Pete Goodman	10	2	
11	9.78	Mark Roberts	11	2	
12	9.73	Alan Spencer	12	5	
13	9.27	Howard Johnston	13	2	
14	9.16	Jonathan Milne	14	2	
15	8.90	Paul Perkin	15	2	
16	8.18	Bernie Humphrey	16	2	
17	8.07	Trevor Park	17	2	
18	7.36	Judith Bird	18	2	
19	7.36	Stephen Webb	18	2	
20	5.84	Kireon Winter	20	2	Yes

Bristol Pegasus Clubmans Marshals 2002

Upto & Including the June Treasure Hunt - Prepared By John Corfield

	Total	ENTRANT	Pos.	No.	Organised
1	7.00	Dick Craddy	1	3	Yes
2	6.00	Martin Baker	2	3	Yes
3	5.00	Bob Hart	3	2	Yes
4	5.00	Kieron Winter	3	3	Yes
5	3.00	Dave Cutcliffe	5	2	Yes
6	3.00	Mal Allen	5	2	Yes
7	2.00	Andy Rigler	7	1	Yes
8	2.00	Bill Farrow	7	2	
9	2.00	Donny Allen	7	1	Yes
10	2.00	John Corfield	7	1	Yes

So far this year this year 62 people have scored point in the club championship.

Note : Marshals championship and organisers qualification does NOT include the Wessex sprint as this information has not been supplied as yet.

Goodwood Festival of Speed 2002

By Andy Moss



There seemed to be an unofficial club trip to the Goodwood festival of Speed this year with a number of club members making the journey to Chichester for this increasingly popular event.

A chance conversation at the club night on the Monday before the event lead to myself and Martin Emsley making the last minute decision to book a day off and make for the hillclimb on that Friday.

Although I had been to the Revival Meeting at Goodwood circuit a few times before it was my first visit to the Festival of speed and I was suitably impressed by the amount of access you had to the cars. Unlike the controlled world of Formula 1 where your access to the action is pretty limited, here armed with just a £15 general admission ticket you could walk as close to the cars in the paddock as you wanted.

And what a collection of cars as well. Racing cars ranging from an Auto Union through to this years Formula 1 machines.

Personal favourites included the Le Mans winning Jaguars of the late 80's a contrast to the current Audi, Morgan, MG and Bentley Le mans cars which were also all on display.

Among the Formula 1 cars on show where the 70's John Player Special Lotus cars, as well as the Camel Lotus of the early 80's – was that really 20 years ago !

Renault took centre stage outside of the main house with a suitably over the top display of Formula one cars mounted on a huge gantry.



David Franklin – who many members have met when he has visited us on our club nights set a fastest in class time of 51.17 secs in the Ferrari 212E Montagna, above.

Despite some early rain the weather stayed kind most for most of the day, until late afternoon when the skies opened – this proved just the excuse needed to shelter in amongst the cars and meet up with some fellow club members for a chat, before the inevitable queues when leaving the car park.


An excellent day out !

Castle Combe Day 2002 Raffle Prizes

The Bristol Pegasus Motor Club would like to thank the following companies who donated items for the raffle in aid of St Peters Hospice.

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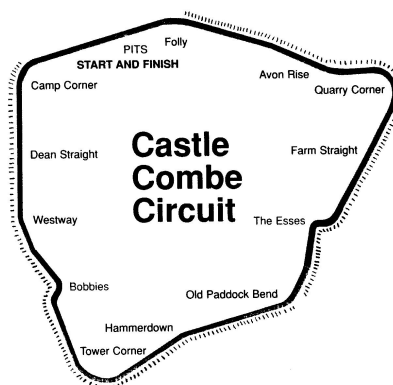
Proprietors: R. N. Gilmour, M. P. Williams



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As well as the following individuals :-

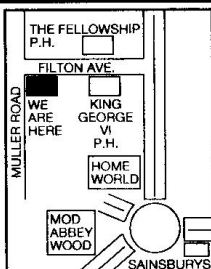
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Tim Murray
Pete Stowe
Craig Warwick

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OPEN
7 DAYS A WEEK

Castle Combe Club Day

Saturday 20th July 2002



Subaru Impreza of Pete Goodman
with Honda CRX of Jonathon Milne
in the background.



Two wheeled transport joined us
thanks to Bristol Vintage Motorcycle
club who stopped off at the circuit on
a run organised by Alan Spencer.



Quantum owners club members
brought along their cars for a display



Out on the track there was plenty of
entertainment.



Martin Baker was among those
willing to give some hints and tips