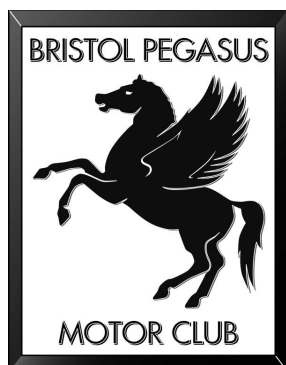


Backfire

August 2003



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

**Cover : Castle Combe Day 2003 - Martin Emsley
hitches a lift on Tony Thorp's Caterham 7**

Monday 11th August Club Night

Join us at the Wheatsheaf, High Street Winterbourne, come along for a beer and a chat - from 8.30pm

Monday 18th August Treasure Hunt

To be organised by Tony & Charlotte Smith. Start is Gordano Services Car Park (M5 Junction 19 / A369 - map ref: 172 509 755). Start time is 7.15pm for a 7.30pm Start.

Nice, easy and not too cryptic. Just bring a pen, a car and yourself (teams of two ideal, but the more the merrier). No fee to club members. Finishes at a family pub. Ring Tony Smith on 0117 96 05 238 to log your entry.

Monday 25th August - Two Club Sprint Colerne

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

The closing date for entries is Monday 11th August, the entry fee is £71. For regs contact entries secretary Kieron Winter - 01275 373363 or kpwinter@ukgateway.net There is also an electronic copy on the club website.

As always we need 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.

Sunday 31st August Visit to Bugatti Trust

We have arranged a visit to the Bugatti Trust at Prescott on Sunday 31st August. The visit will be during the morning - we will meet at 10.45am for an 11am start. This will be followed by an optional Pub Lunch and an afternoon visit to the Gloucestershire Warwickshire Railway at nearby Winchcombe, where there is a Transport Nostalgia Day.

If you are interested please contact Kieron Winter on 01275 373363, Places will be on a first come first served basis.

September Events

Monday 8th September Club Night

Sunday 28th September Patchway Autotest

A joint MGCC/BPMC event organised by John Delafield of MGCC. Regs are available from John Corfield, the venue is the Rolls-Royce car park at Patchway, the entry fee is £7.50 in advance (or £9 on the day) and the closing date for postal entries is 25th September. If the maximum number of entries of 35 has not been reached then entries will be accepted on the day.

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

October Events

12th October - Production Car Trial

18th October - Pegasus Sprint

Regs will be available mid August - if you are new to the club or have not entered the Pegasus before and would like a set contact Kieron winter on 01275 373363 or kpwinter@ukgateway.net

24th October - Navigation Scatter

Invitations

10th August - MGCC Mendip PCT

Invitation and SR's received from Bruce Weston (MGCC) and available from John Corfield. The venue is at West Harptree, the entry fee is £10 and entry closes at 9:30am on 10th August.

5th October - BMC SOLO

BPMC should get an invite but BMC are currently trying to find a new venue.

26th October - MGCC Kimber PCT

Invitation and SR's received from Bruce Weston (MGCC) and available from John Corfield. The venue is at West Harptree, the entry fee is £10 and entry closes at 9:30am on 26th October.

Details of Events on these Pages are compiled by Competition Secretary John Corfield.

For further information contact John
0117 9870763 or e-mail
john_e_f_corfield@hotmail.com

Desperately seeking 6X

Martin Emsley and Steve Webb



Well it turned out, on the night to be a really apt name. It had been meant as a play upon the number of pubs, especially Wadworth ones, passed on route. Nothing whatsoever to do with the fact that Martin seems addicted to the brew and was probably weaned on it. No, on the night The Wheatsheaf had run out, Martin had succeeded! now to some this may a good reason to move the motor club to another venue, but we digress.

When will Martin ever learn that he tends to get carried away and make things over complicated, sure it was supposed to be a challenge A great turn out of 8 crews tackled the 25-mile route, departing the Wheatsheaf heading East to Pucklechurch then turning for home at Tormarton, returning around the outskirts of Yate and Frampton Cotterell. Some seemed not to want to leave the start: an accident with a boiling radiator left Mark Astin looking like a lobster and seemingly

in little shape to take on such an arduous event. One crew actually had the decency to admit they had not read the rules and had not realised they would be penalised for 'guessed, wrong' answers, sorry, just trying to keep you on your toes.

The event consisted of 3 sections: the normal route and associated questions, Treasure which consisted of items to find and questions to answer also on route and finally some questions to be answered at the pub whilst we marked the route bit. Well it did not work like that! The points were biased towards the treasure and pub questions with time management being important. In the event some were early back, most put very little effort put into Treasure, where many points were to be made, but most made a reasonable effort at the end ones. A point of interest was that the first five questions were also at the Wheatsheaf, we had anticipated, due to time restraints wise crews doing the route and completing them when they returned, if they had time! In the end it did not matter.

Curse the organisers, yes there was a degree of that though most were appreciative, or being polite, we will have to see if Mr Comp Sec's damming comments will prevent him from asking for an event in 2004!! Humble Pie etc. Some attention was paid to the Ladies netball team by some of the crews but they did not have the treasure hunt answers. Interestingly, although some questions were in 'unconventional' places most got answered, a couple put in as 'tie breaks'; not necessary though we invoked 'farthest clean' to separate 3rd and 4th places later.

With some 157 points up for grabs we did not expect a maximum, wrong answers and the consequential penalty put quite a dent in most crews scores, shown most clearly by the Bird crew who could have won by a comfortable margin, did you guess or..... they actually had the second highest penalty total, we also feared that a couple of crews might get minus scores, has that ever happened before??

The results:

1 st Astin / Marples	85 points
2 nd Bird / Bird	67 points
3 rd Baker / Winter	66 points
4 th Moss / Corfield	66 points
(after tie break)	
5 th Rigler / Rigler	43 points
6 th Allen / Allen	29 points
7 th Wood / Robinson	21 points
8 th Spencer / Spencer	9 points

Thank you all for making the effort to come out and take part.

And yes the prizes were pathetic after such a huge amount of effort; we just followed the guidelines in the Organiser's pack!!



And Martin did feel unwell the next day, he claimed it was having to drink crappy 'Bombardier' instead of magical 6X but most will feel it had much to do with the number of pork scratchings he chomped.

Forty Years and More with Motor Cars

By Richie Devall - Part 5

The Dragon, of which only a few were made, was the most sophisticated car that Davrians built and it did not sell very well mainly because it was relatively expensive which probably contributed to them going bust in the early 80's. All the Dragons had transverse Ford engines fitted between the rear wheels, some using CVH and some x-flow, whereas most previous Davrians had used Imp engines.



The transverse engine in the Dragon

The car I bought was built originally as a road car by Rob Barksfield who used it as such until the early 90's when he decided to rebuild it as a modsports hill climb car. It would appear that no compromises were made during the rebuild and the cost must have been many thousands of pounds. At today's prices I reckon that engine and gearbox alone would cost around £7 - 8000 to build, let alone the lightweight front and rear bodywork and specially made rose jointed suspension plus of course wheels and tyres. Rob used the car for a year or so after which he sold it to fellow Woolbridge car club member Tony Freeman. Tony installed an

extensive aerodynamic under tray with front splitter and rear diffuser which helped the down force considerably. Unfortunately I could not get the car up my drive and into the garage without removing most of the aluminium under tray although I was able to keep the front splitter and rear diffuser, I subsequently had to raise the height of the splitter as it kept getting wiped off at Colerne.

We did a bit of testing at Llandow and then the first sprint in the car was at Colerne in May '99 where I shared the drive with Ian Hall. I found I was still driving at Marcos speeds while Ian was about 10 secs faster! I have managed to get a few seconds quicker since but still have a long way to go to get anywhere near the car's capability, I am still braking too early and not going fast enough into the corners. Driving the Davrian is a totally different experience to the Marcos, the brakes and grip are orders better let alone the acceleration - it has 30 or so more bhp at the wheels, is 150Kg lighter and is on wide, soft slicks. I need a lot more practice and an injection of ability!

In August 2000 I took early retirement from my job at BAE primarily because my particular area of work was no longer being funded by the MOD and nothing else of interest was offered. Shortly after that I had some health problems and I decided it was sensible to put the Dragon up for sale and go back to a road sports car but despite adverts on various web sites and in CCC there was no interest. My health problems improved and in August '01 I started using the car again with

my eldest son, Pete, sharing the drives. With experience we were both becoming progressively quicker (although he is progressing faster than I am) and were starting to use the car properly. At the beginning of 2003 with still no interest from the adverts I came to the conclusion that even if I sold the car I could not afford a road car that came anywhere near the Davrian for excitement so decided to keep it.



The Dragon at Colerne

The two main disadvantages of a track only car, unless you can afford to go testing, are lack of time behind the wheel and when it breaks it does so during a sprint. During a typical sprint the two practice and two timed runs amount to perhaps 5 or 6 minutes driving and when I explain this to non-sprint friends they think we all must be mad.

In terms of the future, I have bought some new tyres ready for 2003 and both Pete and I will do at least all the local sprints, that is 2 at Colerne, 2 at Castle Combe and 1 at South Cerney. Hopefully nothing mechanical will be required to get us through the season and the Dragon will continue to provide loads of excitement and we will both be able to do it justice.



Letters to The Editor

Bristol MC Castle Combe Sprint

I feel that I must write and thank all those Pegasus Club Members who came out and marshalled on our recent Castle Combe Sprint. It was an excellent turn-out and you contributed greatly to the success of the event.

We had significant contributions in the Paddock and on the Start Line as well as among the 34 Marshals "on the bank". I am sure that our Club Members will return the favour in October.

I trust that you all had an interesting day and felt that there weren't too many noticeable gaps and that the variety of machinery on view made it all the more interesting. It was certainly the biggest entry that we have tried to run at any venue.

Sorry to any of your members who were disappointed and didn't get an entry. We were back to numbers of 2/3 years ago after a slight dip in numbers last year.

Thank you again to everyone who helped and I trust that those of you who competed also had a really enjoyable day.

Tony Streeting

Haynes Proving Ground and Test Circuit Event

By John Corfield

The Haynes vehicle proving ground & test circuit, located with their Motor Museum (Sparkford, nr Yeovil) is available or hire for the day for just £200. I was planning to go there in August with some friends from work (8 of us paying £25 each) but we had too many pull out (for good reasons) and had to cancel. I still want to try out this venue to experiment with the Cossie's adjustable suspension and play around with tyre pressures - question is does anyone else from the BPMC want to join me?

They have some Saturdays free in September (27th) and October (11th, 18th and 25th) but each of these has its own problem. Sept 28th is our Autotest, Oct 12th is our PCT, Oct 18th is the Pegasus Sprint and October 25th just seems a bit late in the year. I'd like to go for 11th October but contact me quickly please if you're at all interested.

The circuit is a short serpentine setup but this gives it the advantage of having lots of tight corners. It's ideal for any hillclimb or sprint car and has proved invaluable for such things as setting up handling, practising starts, running in engines, bedding in brakes and just getting used to your car.

Road going and competition vehicles can use the circuit but there is a noise restriction of 101dB and Haynes reserves the right

(understandably) to have the last words on any aspect on the day.

From my conversations with their representative I understand that how we use the circuit will be down to us to manage and they're only likely to intervene if they suspect that some competitive event is going on in disguise.

On the social side, hiring the track gets a small concession on the entry to their motor museum and I have it in mind to look around whilst I'm there as it's many years since I last saw the museum exhibits. So get in touch with me if any of this sounds of interest.

"Sign In Please"

Please can I ask you all to note that if you enter a Treasure Hunt, Navigation Exercise or Scatter it is essential for the Club's insurance that ALL passengers sign-on using the official form.

We've had instances when only one passenger has signed on yet a crew has consisted of three or more people.

If we work together with the organisers of these events then between us we should remember and do things right - after all, doing things right is what the BPMC excels at!!

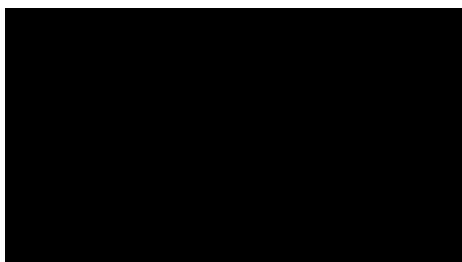
Thanks in anticipation,

John Corfield

Bristol Pegasus Fantasy F1 2003

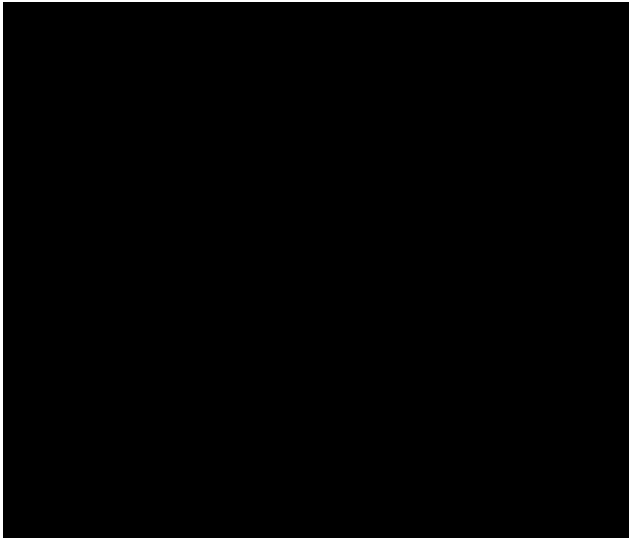
(positions after British GP) – Prepared By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Kieron Winter	Alonso	Pizzonia	Williams	McLaren	358
2	Mary Craddy	R Schumacher	Alonso	McLaren	Jaguar	357
3	Pete Stowe	Montoya	Alonso	McLaren	BAR	345
4	Mark Elvin	Raikkonen	Webber	Williams	Toyota	309
5	Andy Moss	Webber	Button	McLaren	Renault	307
6=	Dave Cutcliffe	Raikkonen	Pizzonia	Ferrari	Toyota	292
6=	Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota	292
8	Matthew Watts	Barrichello	Alonso	Renault	BAR	285
9	Martin Baker	Alonso	Heidfeld	Ferrari	Jaguar	280
10	Jeff Spencer	Coulthard	Button	McLaren	Toyota	277
11	Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault	271
12	Chris & Sam Bennett	Fisichella	Firman	McLaren	Jordan	258
13	Louella Holsman	M Schumacher	Wilson	Renault	Minardi	257
14	Donny Allen	Heidfeld	Verstappen	Williams	Sauber	256
15	Alison & Josh Bennett	R Schumacher	Coulthard	BAR	Minardi	254
16	Steve Conner	Firman	Button	Ferrari	Minardi	247
17	Mal Allen	Firman	Button	Ferrari	BAR	245
18=	Alison Emsley	R Schumacher	Button	Jordan	Jaguar	239
18=	Paul Bird	Heidfeld	Firman	Ferrari	BAR	239
20	Alan Spencer	R Schumacher	Coulthard	Jaguar	Toyota	237
21=	John Page	Alonso	Villeneuve	Ferrari	Toyota	236
21=	Tim Murray	Alonso	Villeneuve	Ferrari	Toyota	236
23	Arthur Tankins	Trulli	Webber	Ferrari	Minardi	234
24	Elisabeth Lewis	Montoya	Panis	Renault	Minardi	227
25	Chris Lewis	Coulthard	Button	Renault	Toyota	224
26	Mark Williams	Firman	Panis	Ferrari	Jordan	219
27=	Dick Craddy	M Schumacher	Frentzen	BAR	Toyota	213
27=	Martin Emsley	Heidfeld	Panis	Ferrari	Minardi	213
29=	Judith Bird	Button	Panis	Renault	Jordan	194
29=	Liz Moss	Coulthard	Fisichella	Jordan	BAR	194
31	Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota	186
32	Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota	168



BPMC Castle Combe Test Day 2003

By Andy Moss



I am sure I won't be the only one writing about this years Castle Combe Test / Club day, but had such an enjoyable day at Castle Combe that it warranted a report. Unfortunately I can't report on all the activities going on as I was just having too much fun on the track ...

Events leading upto the day had not gone exactly as planned – I had intended to share my track pass with Martin Emsley in the Citroen AX, but a phone call on the Monday before the event informed me that Martin had been in hospital all afternoon following a fall in work, which resulted in his leg being in a plaster cast... As always these things come at the wrong time, meaning Martin not only missed out on a drive at the Test day, but also his holiday to France which he was due to leave for the day after Combe...

This meant I set off to Combe on my own in the AX, which also contained various items for the charity table and the raffle.



*For some reason they would not let
Martin out on the track in his new vehicle*

Photo : Phil Harris

Having unloaded the car and helped setup the club stand, it was into the line for scrutineering, followed by the drivers briefing.

Pete Goodman had offered to take me for a spin in his Subaru, so my first trip out onto the circuit was as a passenger – the Subaru was very quick in Pete hands, but most of all I was impressed with how smooth Pete was and how he used every bit of the track – much different to my more ragged driving technique (or lack of technique).

Lewis Bird was being sponsored to take as many rides around the circuit as possible to raise money for St Peters Hospice, so my next trip out was in the AX with Lewis as a passenger. He seemed to enjoy the experience and managed to get back in one piece.

Next came a ride as a passenger in Tony Thorp's superb Lotus Twin cam engined Caterham 7. This was very enjoyable and it is certainly a quick machine.

Having enjoyed lunch in the Castle

Combe Tavern, it was back out for the second run of the day in the AX, this time with Rob Gilmor in the passenger seat. The winter modifications to the AX have certainly made it good fun to drive. We normally run Yokohama tyres on it in sprints, but a combination of wanting to save them, and lack of space in the car, meant I was on our "road tyres" - a mix of makes acquired with the car, these made it even more entertaining, if a little noisy as we squealed our way around the circuit.

My next victim (sorry I mean passenger) was Chris Thompson, a fellow AX enthusiast, who has recently joined the club, and who was keen to have a ride around Combe, despite having just come back from a ride in Nick Cook's V8 powered Locost, which included a front wishbone failing - fortunately not resulting in any serious damage to car or occupants.

Having had a ride in the Caterham I thought it only right to have a trip around in a Westfield and Chris Goodchild kindly obliged in his car - this was great fun, we then swapped places and Chris came out with me in the Citroen.

By now there was virtually no queue to get out on the track and with everyone having used their tickets, and most people having been out for an extra run, there was the opportunity for those who wanted to have some extra track time. Much of the smooth running of the day can be attributed to Phil Harris and Tony Smith, who once again did a superb job of getting us all organised and out onto the track.

On my previous run Tony had mentioned that he wouldn't mind a ride around the circuit, so he came out with me on the last run of the day - This was excellent fun and with no one in the queue to get out on the circuit, and only about three cars on the track I now know what it must feel like to have your own racing circuit

Back to the club stand in time to find I had won a bottle of wine in the raffle. More details next month on the amount raised, but thanks must go to all those who donated prizes, Martin Emsley for organising and Tim Murray who sold most of the tickets on his own.

The AX had performed superbly - a tribute to Martin's mechanical skills, it was just a shame that he could not come out on the track and enjoy it. A trip to the Wheatsheaf on the way home completed a perfect day.

Thanks to all the people who worked so hard to organise an excellent day, as well as all the people who so kindly took me round the circuit.



*Waiting to get out on the track
Photo : John Corfield*

Bristol Pegasus Clubmans Championship

(up to July Treasure Hunt) - Results prepared by John Corfield

	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	33.16	Mark Astin	1	7	Yes
2	32.33	Matt Marples	2	7	Yes
3	30.83	John Corfield	3	8	Yes
4	30.29	Paul Bird	4	7	
5	23.38	Martin Baker	5	5	Yes
6	21.43	Andy Moss	6	7	Yes
7	19.70	Kieron Winter	7	4	Yes
8	17.74	Martin Emsley	8	4	Yes
9	14.31	Howard Johnson	9	3	
10	12.02	Judith Bird	10	3	
11	11.75	Dave Cutcliffe	11	3	
12	11.65	David Adams	12	4	
13	11.20	Chris Goodchild	13	4	
14	9.78	Pete Goodman	14	2	
15	9.46	Andy Rigler	15	3	Yes
16	8.97	Cherry Robinson	16	3	Yes
17	8.97	Nick Wood	16	3	Yes
18	8.88	Malcolm Allen	18	3	Yes
19	8.85	Bernie Humphrey	19	2	
20	7.68	Alan Spencer	20	4	Yes

Bristol Pegasus Marshals Championship

(up to July Treasure Hunt) - Results prepared by John Corfield

	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
1	7	Martin Baker	1	3
2	6	Dick Craddy	2	3
3	4	John Corfield	3	2
4	4	Lewis Bird	3	3
5	4	Malcolm Allen	3	3
6	3	Bob Hart	6	1
7	3	Kieron Winter	6	2
8	3	Martin Emsley	6	2
9	2	Alan Spencer	9	1
10	2	Andy Moss	9	1



Fancy a ride in the countryside?
Fancy a fun evening out?
Well, look no further!



TREASURE HUNT

MONDAY 18th

AUGUST

Gordano Services Car Park

M5 Junction 19 / A369

(map ref: 172 509 755)

7.15pm for 7.30pm Start.

Nice, easy and not too cryptic.
Just bring a pen, a car and yourself
(teams of two ideal, but the more the
merrier).

No fee to club members.
Finishes at a family pub.

Prizes to be had!

Interested ? *and why wouldn't you be !*
Ring Tony Smith on 0117 96 05 238 to log your entry.



See you on the night !!

