

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



BACKFIRE

March 2002



The Magazine of the Bristol Pegasus Motor Club

Cover : Startline at Colerne 2001

Backfire

The Bristol Pegasus Motor Club

March 2002

March

Monday 11th - Club Night

Our March gathering at the Wheatsheaf Inn, Winterbourne, Bristol. Along with the usual opportunity to meet up for a drink and a chat with fellow club members, we will have some video of club events taken by Arthur Tankins. We will also feature some of Arthurs older films that have also been transferred on to Video. All welcome from 8.30pm

Friday 22nd - Nav Ex

Andy Rigler and Dick Craddy will be organising this event. Map; 162 Gloucester and Forest of Dean version C Start: 5244972.1/2

Time: 7.30pm

Finish: The Brockweir Country Inn at Brockweir ref: 539.1/2 011.1/2

Distance: 25 Miles approx.

Finish time: 10.00 approx.

Entrants Severn Bridge tolls will be refunded. We promise that there will be no tricky navigation on this occasion ! The route will, however, be interesting.

April

Monday 8th - Club Night

Join us at the Wheatsheaf for a Motoring and Motorsport Quiz.

Sunday 14th - 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 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.

Sunday 21st - Production Car Trial

Wessex Sprint Regs are now available – Contact Dick Craddy on 01454 414842.

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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 Fax (0870)139-2108

Club Website

WW.BRISTOLPEGASUS.CO.UK

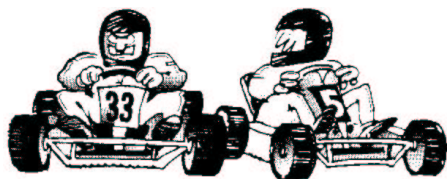
Bristol Pegasus Fantasy F1 2002

The Entries

Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Co
Alison Emsley	Heidfield	Panis	Sauber	Williams	Ferrari	8
Andrew Moss	Montoya	Raikkonen	Minardi	Williams	Toyota	7
Ann Farrow	Heidfield	Montoya	Ferrari	Jaguar	Honda A	8
Arthur Tankins	Fisichella	Villeneuve	BAR	Williams	BMW	8
Bill Farrow	McNish	Schumacher M	Renault	Toyota	Ferrari 2001	7
Caroline Meaden	Barrichello	Sato	Sauber	Williams	Mercedes	8
Chris Bate	Montoya	Salo	Sauber	Williams	Ferrari 2001	8
Chris Lewis	Button	De la Rossa	Jaguar	Williams	BMW	8
Dave Cutcliffe	Schumacher M	Young	Minardi	Williams	Asia Tech	8
Dick Craddy	Massa	Montoya	McLaren	Renault	Asiatech	8
Elisabeth Lewis	McNish	Montoya	Renault	Williams	Renault	8
Kieron Winter	De La Rosa	Heidfield	McLaren	Renault	BMW	8
Lisa Taylor	McNish	Schumacher M	Sauber	Toyota	Toyota	7
Liz Baker	Coulthard	Salo	Arrows	Williams	Ferrari B	8
Liz Moss	Button	Verstappen	Arrows	Ferrari	Cosworth B	7
Lucy Manning	Barrichello	Salo	BAR	Williams	Renault	8
Mark Elvin	Heidfield	Montoya	Toyota	Williams	Renault	7
Mark Williams	Bernoldi	Schumacher M	Sauber	Toyota	Cosworth B	7
Martin Baker	Schumacher M	Heidfield	BAR	Toyota	Ferrari 2001	8
Martin Emsley	Scumacher M	Yoong	Minardi	Williams	Asiatech	8
Mary Craddy	Heidfield	Schumacher M	Renault	Arrows	Toyota	7
Matthew Watts	Schumacher M	Yoong	Minardi	Williams	Asiatech	8
Mike Baker	Schumacher M	Salo	Arrows	BAR	Ferrari B	8
Patrick & Gill Williams	Heidfield	Yoong	Ferrari	Minardi	BMW	7
Paul Wiese	Montoya	Salo	Renault	Williams	Ferrari 2001	8
Pete Goodman	Montoya	Villeneuve	Arrows	Williams	Honda B	7
Pete Stowe	Heidfield	Panis	McLaren	Renault	BMW	8
Rex Meaden	Barrichello	Panis	McLaren	Renault	Ferrari 2001	7
Steve Webb	Fisichella	Heidfield	Toyota	Williams	Ferrari	8
Tim Murray	Barrichello	Massa	Ferrari	Minardi	Ferrari 2001	8
Tom King	Barrichello	Montoya	Jordan	Minardi	Mercedes	7

Please check your entry is correct !

Clay Pigeon Karting



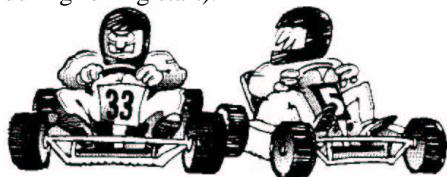
We have received the following information on endurance karting at Clay Pigeon which may be of interest.

An Outdoor Karting experience to the extreme.

Available for either companies, clubs or groups

Take part in this unique even an Endurance of 2½ hours length, suggested number of drivers in team could vary from 4 to 8, ideal being 5 (½ hour each).

The day will start with a full safety briefing detailed tuition for beginners| there then follows a 1/2 hour practice session to get used to the circuit The last 5 mins will be timed for grid position during rolling start).



Are YOU and YOUR Team the next Michael Schumacher and Ferrari combination ?



Here's your chance to prove it!

We are having an "Endurance" Karting event and YOU are invited.
Full race event, including Practice, Qualifying and
2.5 hour Endurance.
Includes Pit Stops and Live 'In-Race' Fuel Change!

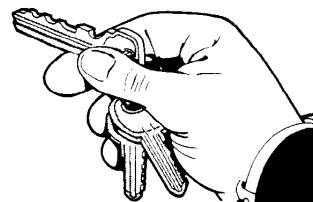
Visionary Kart Racing 2002
Endurance Championship
Sunday 7th April 2002.
9.00am Start

ENTRANCE FEE £235

(INC V.A.T PER TEAM)

For more info phone- Julian on 0117-9096195

Club members at Clay Pigeon in 1997



Chairman's Chat

As we approach March it now seems that the Motorsport year is getting under way. We have held our first competitive event of the year with Martin Baker's & Dave Cutcliffe's Nav Ex, however members have already been out competing. The Marlins of Mal & Donny Allen and Pete and Carlie Hart were out on the MCC Exeter Trial. A week before our own Nav Ex, Bristol MC ran a Nav Scatter, we had two crews competing on the event, congratulations to Andy Moss and Martin Emsley who won the event and Matt Marples and Mark Astin who came second out of an entry of seven.

My year started with a visit to the Autosport Show at the NEC, I meet several other members whilst walking around the stands and displays. The Backfire Editor paid a visit to the stand that sold the Scandinavian rally videos to get their latest production, the result was seen at the January Club night (as the video captures all the crashes, I assume that some cars actually get to finish the events ?). I was also informed that another member was seen lurking about with a camera in hand, what was he up to and who was he taking photo's of - we should be told !!.

On the theme of videos, Dave Franklin brought along a couple of videos to the February Club night. The first he showed was of an event he took part in last year in Italy. Competitors had the chance to race on several of the famous

circuits, a visit to the Ferrari Maranello test track and drive around some glorious countryside. As Dave remarked they stayed in some nice hotels and ate well whilst on the event, all included in the entry fee. The second video was the 2001 Goodwood Festival of Speed where Dave captured the fastest time of the event driving a Ferrari 712 SP. Car. Dave noted that he was pleased to beat all the single seaters. This car was owned by Carlos Monteverde, Dave told us how he first got to know Carlos and has been in the very lucky position of driving many of the Ferrari's that were owned by Carlos.

The Grand Prix season gets underway in Australia (I hope you have returned your Fantasy Formula One entry to Andy Moss ?), I read that for the sum of £1000 you can enjoy three days of the event on Sky digital television. The World Rally Championship has now transferred from BBC to Channel 4. The new extended coverage gives us a chance to get more of the same evening from the three days of the event. There has been so much comment that the actual amount of driving seen seems no more than on the BBC, as there were no Studio guest interview or reports from the Service Area. I am sure that as we go through the year we will get to see more of the action and perhaps some of the electronic gadgetry as promised by Dave Richardson.

Competition News By Kieron Winter

Invitation to Curborough Sprints.

The Club has been invited to the Sprints to be held at Curborough by the Nottingham Sports Car Club. The dates are as follows: Sunday 12th May (Short Course), Sunday 9th June (Short Course) and Sunday 21st July (Long Course).

7th April	2 hr 30mins event, practice 45mins inc qualifying	£235.00
4th May	2 hr 30mins event, practice 45mins inc qualifying	£235.00
31st May	2 hr 30mins event, practice 45mins inc qualifying	£235.00
30 th June AM	2 hr 30mins event, practice 45mins inc qualifying	£235.00
30 th June PM	2 hr event, practice 40mins inc qualifying	£235.00
4 th August AM	2hr 30mins event, practice 45mins inc qualifying	£235.00
1 st Sept 2002	2hr 30mins event, practice 45mins inc qualifying	£235.00
6 th Oct2002	2hr 30mins event, practice 45mins inc qualifying	£235.00
3 rd Nov 200	4hr event, practice 45mins inc qualifying	£352.50

Regulations for the events are available from Kieron Winter.

BMC Autotest.

Those people who picked up a set of Regs for the Bristol MC Autotest on 17th March, should note that there has been a correction to the Entry Form. The revised Regs will be available at the March Club night or from Kieron Winter.

Llandow Sprint.

The planning for our Sprint at Llandow is continuing, the Regs will soon be off to the Printers when a few of the final details have been finalised. 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 Kieron winter to make sure you receive a set when they are issued.

Classic Events.

International Motor Sports, the commercial arm of the MSA has launched its programme of Classic & Historic events for 2002. Entry details can be obtained at tel: 01753 765000, fax 01753 765106 or email classics@msaevents.co.uk.

4-6 April MSA Techno Classic
18-19 April MSA Motors Sports Classic
21-23 June MSA Three-Day Classic
11-12 July MSA Sporting Challenge
8-12 Sept GAM EuroClassic
3 Nov London to Brighton Car Run

Change of Date

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Pegasus Motor Club teams as they take on Bristol MC and MGCC in the inter-club challenge.

Scattered & Shattered By Martin Emsley

I guess my reputation will take another blow now, Howard Johnson always reckons that I only declare events really good if I win them!! Not true I tell you, though I am struggling to produce evidence, M'lud. Well I did a great scatter on Friday 15th March as navigator to Andy Moss. Full credit and thanks should go to Paul Parker and Mark Chater of Bristol Motor Club who must have put in considerable effort to lay on an ideal 'novice' event. It was certainly demanding, many interesting roads south of the Gordano start/finish, it has been a long time since most have tackled an event like that. Andy and I had our moments, it barely seems a year ago since we rolled out our "traditional" multi-event car plan. The concept being to buy and run a car between us that could be used on ALL types of club events. Since purchase, of a Citroen AXGT, it has been fettled, has tackled sprints, track day, autotest and now a road event, performing all commendably well. Now I had made a mistake with re-routing the crankcase breather which then allowed fumes into the car, that combined with the soft rolling brought me the closest I have ever been to "mal de navigateur", I almost quit at the main control. To aid this we managed to plot a route to the end more on A/B roads than lanes, and were running well some 2 miles from finish with about 10 minutes in hand when we hit a pot hole which punctured a front tyre. There ensued ordered panic which I swear resulted in us changing the wheel faster than an F1

Cotswold Motor Sport Group Events

March

13th 12 Car Navigational Rally Ross and District Motor Sports Ltd Simon Harris
15th 12 Car Rally Cheltenham Motor Club Graeme Ross
16th Autotest (Tarmac) Ross and District Motor Sports Ltd Simon Harris
22nd 12 Car Navigational Rally (RSC Round 2) Ross and District Motor Sports Ltd Simon Harris

Navigational Exercise Bristol Pegasus Motor Club Alan Spencer

24th Caerwent Stages (SRC Round 3) New Date Forresters Car Club Mike Taylor

PCT Practice Day Ross and District Motor Sports Ltd Simon Harris

Haynes Spring Classic (Classic Car Tour) Haynes Classic Tours Chris Haynes
26th CMSG Meeting Cheltenham Motor Club CMSG

April

7th PCT (Round 1) Stroud and District Motor Club Nigel Moss
12th 12-Car Rally Witney Motor Club Ian Corfield
14th Kyrle Trophy Classic Trial Ross and District Motor Sports Ltd Simon Harris
14th Caerwent Stages (SRC Round 3) Now 24/03 Forresters Car Club Mike Taylor
21st PCT Practice Day c/o Ross and District Motor Sports Ltd Simon Harris
26/28 Haynes Two-Day Classic Trial Haynes Classic Tours Chris Haynes
28th PCT (Round 2) Coventry & Warwickshire Motor Club Graham Gould
28th 50th Anniversary Party Cirencester Car Club Ltd Martin Saunders
30th CMSG Meeting Cheltenham Motor Club CMSG

May

4th Bluebell Run Ross and District Motor Sports Ltd Simon Harris
19th Longcross Stages Craven Motor Club Peter Henness
19th Spring Fling Trial Ross and District Motor Sports Ltd Simon Harris

Contact details – please contact the person shown if you are interested in these events

Simon Harris 01531 820761
Mike Taylor 01633 483346
Chris Haynes 019363 483346
Nigel Moss 01453 764301
Graham Goul 01926 853769

If you have any questions please contact Alan Spencer (0117 9712587) who is the BPMC representative on the Cotswold Motor Sport Group.

Fiestas, Orions and Escort vans cost £220 million.

The 1.6 diesel engine was replaced in 1990 by the 1.8 litre version, for which Dagenham Engine Plant is Ford's sole European source, as it is for all Ford diesel engines including the 2.5 direct-injection diesel engine fitted to its light and medium commercial vehicles.

In 1982/3, new fully automated paint systems were brought into commission as the result of an investment of £40 million, while at around the same time, the Thames Foundry closed in 1984, and the Forge in 1986.

1985 saw the announcement by the company of its intention to provide new facilities for the production of an advanced 2.0 Litre DOHC petrol engine at a cost of £157 million. These engines were finally introduced in 1989.

In 1990 Sierra production was transferred to Ford's factory at Genk, Belgium leaving Dagenham to concentrate on the manufacture of the new Fiesta range of cars and vans.

In its first full year as a single-car-line plant, Dagenham built a total of 227,378 vehicles - at that time, the largest number since 1972. Since then, the highest daily production record was set on January 14, 1998 when 1,357 vehicles were produced.

The two-millionth Dagenham-built Fiesta was produced in June, 1995. January 1996 saw the Mazda 121 added to the cars built at Dagenham.

May 2000 saw Ford announce the ending of vehicle assembly at Dagenham although the plant is to become Ford's primary centre for the engineering and manufacture of Diesel Engines.

Dagenham : Key Dates

1929 - 22,000 concrete piles sunk into the ground on which the factory was built. The factory included a blast furnace, foundry, jetty and power station in addition to the assembly plant. The building works cost £5 million.

1931 - Dagenham produced its first vehicle - a 30cwt Model A Truck.

1932 - 25,571 vehicles produced.

1935 Dagenham launches Popular, a £100 version of the Y model.

1938 - First Prefect model produced.

1940 - 1945 Dagenham facilities converted to military production. Ford produced 360,000 fighting and transport vehicles, 262,000 V8 engines, 34,000 Merlin aero engines. Employing 34,000.

1948 - 3.5 litre V8 Ford Pilot.

1954 - £75 million five-year expansion.

1959 - 105E Anglia with Fords first OHV engine and four-speed gearbox.

1966 - Creation of Engine Plant.

1976 - Fiesta production begins.

1980 - £210 million investment.

1990 - Last UK built Sierra.

1994 - £200 million investment to produce new diesel engine.

1995 - Two millionth Fiesta produced.

1996 - Mazda vehicles introduced. Dagenham produces its 10 millionth car.

1997 Record production of 251,797 vehicles.

2000 - Ford announces end of vehicle production at Dagenham.



crew could. The ironic thing was that the jack only went in as a last minute item, we made it to the finish with a minute or two to spare. Oh I almost forgot (as if) we won it, so it must have been a great event. Many thanks to the organisers and fellow competitors for a good evening.

Castle Combe News By Pete Stowe

Haynes Classic Tour
Sunday 24 March - the Haynes Classic Tour will be lapping Castle Combe between 11.30 and 2.30pm. Admission free.

Free Entry for Kids

Families in the South West can enjoy their motor sport at lower cost this year with the announcement that the Castle Combe Circuit is to allow accompanied children to enter free to all its race meetings this season.

The concession applies to all children under the age of 15 as long as they are accompanied by a paying adult. There is good news for the grown-ups too in that their admission prices are remaining the same as last year.

The February Nav-Ex By Martin Baker & Dave Cutcliffe

After some pre-event canvassing by Dave, we were expecting a reasonable turn-out for this season-opening Navex. We were quite pleased when a total of 8 crews arrived at the famous Hursley Hill lay-by to start the event. Of these, precisely half (eventually) claimed

“beginner” status, including complete rookie crew.

The route was set in the environs of Bristol's own “Lake District”, and after a loop around Publow took in Pensford, Stanton Drew, Chew Stoke, Rode, Nempnett Thrubwell (of course), Butcombe and Kingdown to a finish at the George and Dragon, Felton. The establishment turned out to be in the charge of one Stuart Taylor, not only an ex-Rovers player but also a distant relative of one of the competitors!

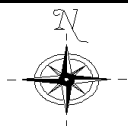
We promised “straightforward navigation, and plenty of it”. And it was delivered. The sections were pretty much traditional, with tulips for openers, so nice grid references, the obligatory herringbone and fun with grid lines and departure angles at junctions. Sections in all, with 59 questions to finish those who know us of old should have remembered we like setting exercises and time management which are difficult “clean” – at least it ensures a result! Dave also insists on stiff penalties for wrong answers, which penalises the guessers. The rookie crew almost did it too well they wanted to set off into the unknown with just the first section plotted. One thing we don't encourage is the “plot or bash” approach.

Once satisfied that every crew had plotted the major portion of the route, we set off to hide in Pensford to observe the fun and games that take place when the roads on the ground don't quite resemble what's drawn on the map! No names, no numbers, we had the pleasure of watching the crew negotiate that village's one-way system three times before we took pity on them and physically pointed to the correct road. Had they been Beginners we would only have let them go round twice...

The hard luck story of the evening again concerns the rookie crew of Clifford and Goodchild. Realising that they were rapidly coming to the end of their time allowance, they correctly decided to "cut and run" to the finish. Unfortunately the off-route road they chose turned out to be flooded forcing a long reverse to a turning place. This diversion caused them to be OTL, a shame because they scored heavily enough to have been classified 4th. Despite this, they don't seem to have been put off, and have recognised the learning curve!

The results (B =Beginner, O = Other) –

Pos	Crew		Points
1	M Marples M Astin	B	185 pts
2	A Moss J Corfield	O	166
3	H Johnston P Bird	O	122
4 =	S Webb M Emsley	O	95
4=	A Rigler R Craddy	O	95
6	M McBraid A Spencer	B	57
7	J Harris M Wright	B	13
8	A Clifford C Goodchild	B	120 but OTL!



March Navigation Exercise

Forest of Dean

Friday 22nd March

Start: 5244972.1/2

Time: 7.30pm

Finish: The Brockweir Country Inn

Entrants Severn Bridge tolls will be refunded.

No Tricky navigation on this occasion !
The route will, however, be interesting.

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.



Ford at Dagenham

Following the sad end of Vehicle production at Ford in Dagenham we take a look back at the history of the Ford plant and some of the classic vehicles produced. When the last car rolled off the line in February 2002, Dagenham had assembled a remarkable 10,980,368 vehicles, including; the Prefect, Popular, Consul, Zodiac, Zephyr, Consul, Anglia, Cortina, Granada, Sierra, and Fiesta.

The original 310-acre Dagenham site was bought in 1924 for £167,695 and plans were announced for a factory that could build 500 cars per day. Early in 1930, Ford purchased an additional 191 acres at Dagenham bringing the total site area to 501 acres. Two years later the factory, built on 22,000 concrete piles that had been driven 80 feet into the marshland, was complete. It had its own blast furnace, foundry, jetty and power station.

Special trains carried 2,000 employees with their families and possessions to Dagenham from Fords old Manchester factory and many more people were engaged locally. On October 1st, 1931 the first vehicle to be built at the new Dagenham plant left the production line - a model AA truck.

Built at a cost of some £5 million, the Dagenham factory had opened in the depths of the depression. Business was so bad that in the last three months of 1931, Ford sold only five cars - though production of trucks was, fortunately, brisker.

The main models produced at Dagenham up to the outbreak of the Second World War were the 8 hp Model, the 10 hp Model C and 22 hp and 30 hp V8 ranges. The Ford Model Y was the lowest-priced, fully-equipped saloon car ever to be

made by any manufacturer. "Popular" model, introduced in 1933 was the first car to be offered at £100.

From 1939 it was all hands to the effort. And during the next six years the plant produced 360,000 light vans, a trucks, balloon winches, mobile canteens and Ford V8-powered Bren Gun carriers - plus 34,000 Merlin aero engines. Dagenham's famous Fordsons accounted for 95 per cent of British vitally important tractor production during the war.

At the 1950 Motor Show revolutionary new Consul and Zephyr range of cars were shown, the first Ford cars to employ completely integrated body/chassis construction.

Until the 1960s, virtually all company's cars, commercial vehicles and tractors were produced at Dagenham. Later Ford vehicles would also be built at the £30 million factory at Halewood Merseyside; with tractors built at Basildon, Essex with trucks and medium vans being made at Southampton Langley (Berkshire).

The next major new car produced at Dagenham - and destined to become one of the country's favourites, was the Ford Cortina. By the time the last Cortina MkIV left the line in 1981, the plant had built over three million - and the total production of the vehicle stood at over 10 million. By this time, Dagenham was already producing the Ford Fiesta introduced in 1976, and the Ford Sierra started production in 1982.

The new metal stamping and 100 body construction robots introduced for the first time for the Sierra range, in 1982 meant expenditure of £210 million, with new equipment for the manufacturing of the 1.6 diesel engine fitted to Escort.