

Backfire

May 2002



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

Cover Photo : 2001 Wessex Sprint Colerne

Backfire

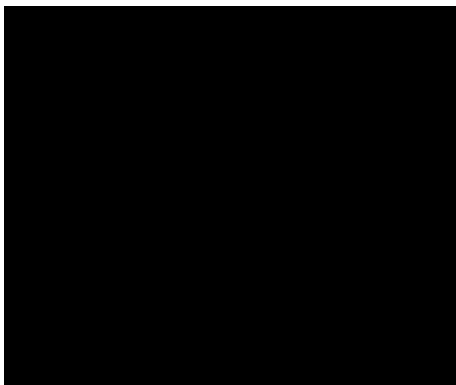
The Bristol Pegasus Motor Club

May 2002

Monday 13th May Club Night

The May club night will feature a video evening. Among the videos to be shown will be a video of the 1965 Targa event. Come along for a beer and chat from 8:30pm at the Wheatsheaf, High Street, Winterbourne, Near Bristol.

Monday 20th May - May Treasure Hunt



The first Treasure Hunt of the year takes place on Monday 20th May. The event will start from the lay-by on the A38 at Alveston (between the two

Thornbury junctions) at map reference 643885. The event will start at 7.30 p.m. For those who have not taken part in a Treasure Hunt before the event has a simple format. All you need is a car, some people, a pen or pencil. You will be given simple route instructions on which road to take (so no plotting of the route like a Nav Ex) and then find the answers to cryptic clues set by the organiser. To score some extra points you may be asked to collect some treasures on route, to answer some out of order questions or to complete a quiz. The event will then finish in a Pub.

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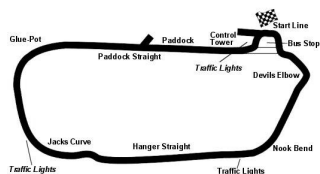
May Events
Fantasy F1 Scores
Clubmans Championship
Combe Endurance Karting Report
Marshalling – First aid
Bill Mason

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

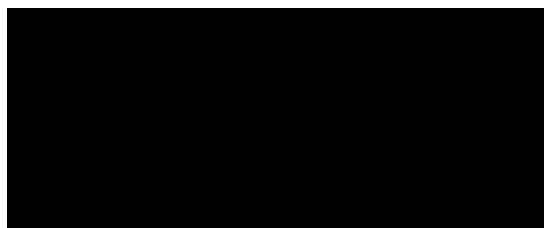
WWW.BRISTOLPEGASUS.CO.UK

Monday 3rd June Llandow Sprint



This event takes place on Monday 3rd June and entries have now closed. However we do need Marshals for the event. If you are not a regular marshal and have not returned the Sprint marshalling form to Bob Hart, then please either contact Bob or Kieron Winter to confirm your availability to marshal.

Saturday 20th July Castle Combe Test Day



Once again the Club will

be organising a Tuition and Drive at Castle Combe Circuit. The event takes place on Saturday 20th July and gives the opportunities for members to drive their own road sports or saloon car on the circuit. Each of the track sessions is limited to six cars, which means that you have plenty of space on the circuit. The event has been fully subscribed for the past few years, so it is important that those who want to enter, do so as soon as possible. This year the price for the event is £86.

Bookings forms are available from Kieron Winter.

For more info on any of the events contact Kieron Winter on 01275 373363 or e-mail kpwinter@ukgateway.net

Invitations

BMC Solo Event Sunday 19th 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 can be obtained from Allen Harris 0117 9421204 or Paul Parker 01275 372961.

Regs may also be downloaded from www.bristolmc.org.uk/EventRegs/soloregs.htm

Saturday 6th July BMC Castle Combe Sprint

The Club has accepted an invitation to the Bristol Motor Club Sprint at Castle Combe on Saturday 6th July. If you require a set of Regulations for the event, please contact Kieron Winter who will send you a copy as soon as they are received.

If you are available to marshal at the event, and have not completed the Sprint marshalling form issued by Bob Hart, then please contact Kieron Winter who will pass your details to the Chief Marshal.

Regulations are available for the Boscombe Down Sprint on 21st July, the Abingdon Sprint on Saturday 8th July, the Abingdon Stage Rally on Sunday 9th July and Curborough Sprints on 9th June and 21st July. Details from Kieron Winter.

Bristol Pegasus Fantasy F1 2002

(positions after Spanish 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	294
2	Mark Elvin	Montoya	Heidfeld	Williams	Toyota	Renault	293.5
3=	Dave Cutcliffe	M Schumacher	Yoong	Williams	Minardi	Asiatech	291
3=	Martin Emsley	M Schumacher	Yoong	Williams	Minardi	Asiatech	291
3=	Matthew Watts	M Schumacher	Yoong	Williams	Minardi	Asiatech	291
6	Paul Wiese	Montoya	Salo	Williams	Renault	Ferrari '01	288
7	Elisabeth Lewis	Montoya	McNish	Williams	Renault	Renault	284.5
8	Chris Bate	Montoya	Salo	Williams	Sauber	Ferrari '01	279
9	Patrick/Gill Williams	Heidfeld	Yoong	Ferrari	Minardi	BMW	274
10	Andy Moss	Raikkonen	Montoya	Williams	Minardi	Toyota	270
11	Pete Goodman	Montoya	Villeneuve	Williams	Arrows	Honda B	267
12=	Alison Emsley	Heidfeld	Panis	Williams	Sauber	Ferrari	251.5
12=	Steve Webb	Heidfeld	Fisichella	Williams	Toyota	Ferrari	251.5
14	Tim Murray	Barrichello	Massa	Ferrari	Minardi	Ferrari '01	245
15	Bill Farrow	M Schumacher	McNish	Renault	Toyota	Ferrari '01	244
16	Chris Lewis	Button	de la Rosa	Williams	Jaguar	BMW	242
17	Mary Craddy	M Schumacher	Heidfeld	Renault	Arrows	Toyota	234
18=	Helen Davies	M Schumacher	Heidfeld	Sauber	Arrows	Ferrari '01	230
18=	Lisa Taylor	M Schumacher	McNish	Sauber	Toyota	Toyota	230
18=	Martin Baker	M Schumacher	Heidfeld	BAR	Toyota	Ferrari '01	230
21	Dick Craddy	Montoya	Massa	McLaren	Renault	Asiatech	222
22	Liz Moss	Button	Verstappen	Ferrari	Arrows	Cosworth B	221
23=	Arthur Tankins	Fisichella	Villeneuve	Williams	BAR	BMW	216
23=	Mark Williams	M Schumacher	Bernoldi	Sauber	Toyota	Cosworth B	216
25	Caroline Meaden	Barrichello	Sato	Williams	Sauber	Mercedes	214
26	Lucy Manning	Barrichello	Salo	Williams	BAR	Renault	208.5
27	Mike Baker	M Schumacher	Salo	BAR	Arrows	Ferrari '01	207
28	Liz Baker	Coulthard	Salo	Williams	Arrows	Ferrari '01	199
29=	Alison/Sam Bennett	Barrichello	Fisichella	Williams	Arrows	Mercedes	197
29=	Jeff Spencer	Barrichello	Fisichella	Williams	Arrows	Mercedes	197
31=	Kieron Winter	Heidfeld	de la Rosa	McLaren	Renault	BMW	185
31=	Tom King	Barrichello	Montoya	Jordan	Minardi	Mercedes	185
33	Pete Stowe	Heidfeld	Panis	McLaren	Renault	BMW	176
34	Chris & Josh Bennett	R Schumacher	McNish	McLaren	Sauber	Asiatech	159
35	Rex Meaden	Barrichello	Panis	McLaren	Renault	Ferrari '01	146
36	Alan Spencer	Coulthard	McNish	Jordan	Jaguar	Toyota	91

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
March Nav-EX*

Prepared By John Corfield

Total	ENTRANT	Pos.	No.
9.95	Matthew Marples	1	2
9.95	Mark Austin	1	2
7.89	Andy Moss	3	2
7.89	John Corfield	3	2
7.36	Martin Emsley	5	2
6.29	Christopher Goodchild	6	2
5.29	Adams	7	1
4.68	Mike Mcbraida	8	2
4.68	Alan Spencer	8	2
4.13	Howard Johnston	10	1
4.13	Paul Bird	10	1
3.86	Martin Baker	12	1
3.50	Stephen Webb	13	1
3.34	James Harris	14	2
3.34	Mark Wright	14	2
2.88	Andy Rigler	16	1
2.88	Dick Craddy	16	1
1.00	A Clifford	18	1
1.00	Doug Wheeler	18	1
1.00	Butcher	18	1

Castle Combe Endurance Karting

Sunday 14th - April 2002

Organised by Paul Draper - Report by Anne Draper

This was the fourth annual inter-club karting event to be held at Castle Combe. The previous three events have seen two wins for Bristol Pegasus, could we make it a hatrick or would Bristol Motor Club(BMC) level the score?

After the very wet events in the winter kart series fortunately the day started dry with the risk of rain later. An excellent turnout of 18 club members gathered to defend our title .The teams lined up as follows: -

Team Ares

Darren Stanley
Mark Elvin
Tony Thorp
Dave Cutcliffe
Mark Roberts
Pete Goodman

Team Atlas

Paul Draper
Anne Draper
Warwick Fortescue
John Milne
Paul Bird
Pete Williams

Team Zeus

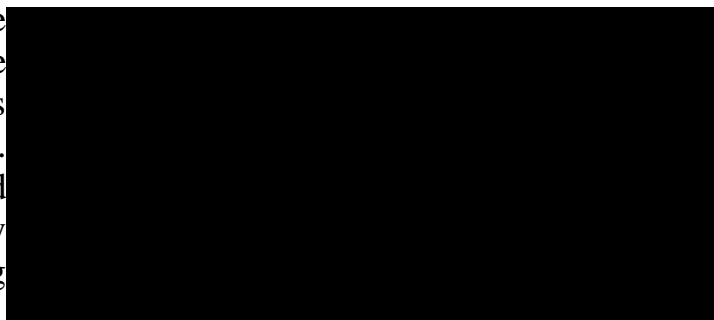
Simon Milne
Mark Barnes
Mark Williams
Trevor Park
David Park
Jonathan Park

Facing us were three teams from BMC. This year's event was a two and a half hour endurance so team tactics and number of driver changes could make a big difference to the result.

Following the usual safety briefing everyone drove some practice laps with the best times determining the teams starting positions on the grid. BMC 1 started on pole but with a long race ahead this is not a great advantage.

During the early part of the race BMC 1 were the pacesetters followed by Team Zeus. Team Ares were in fourth following an unscheduled driver and kart change due to engine problems with Team Atlas languishing in fifth place.

Following the kart change Dave Cutcliffe began to charge through the field taking the lead for Team Ares with Team Zeus close behind. Unfortunately it began to rain and Dave was caught out by his bogey corner the bottom hairpin letting Team Zeus reclaim the lead.



After further driver changes it was Team Atlas turn to make up places with storming drives from Paul Bird and Pete Williams moving them up from fifth to second so after two hours Bristol Pegasus were in the top three positions.

As the event entered the final stages the rain stopped and there was very close racing between Team Zeus and Team Ares which saw Team Zeus hold on to take the chequered flag by 22.75s despite Darren Stanley driving a blistering fastest lap of 24.25s.

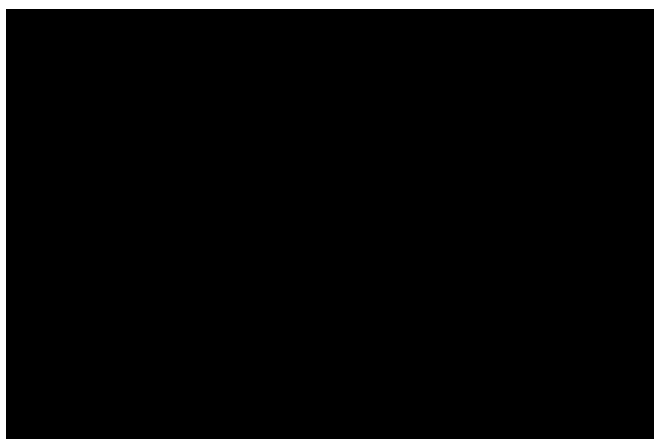
Paul Draper held off a strong challenge from BMC1 to bring Team Atlas home third completing a Bristol Pegasus 1 2 3.

This event was excellent value for money with £20 securing 25 minutes of racing for each competitor and the organisation and facilities at Castle Combe are superb. It was great to see so many people there including many newer members. Lets hope we can successfully defend our title next year.

Final Standings

<u>Pos.</u>	<u>Team</u>	<u>Laps</u>	<u>Fastest Lap</u>	<u>Diff</u>
1	Team Zeus	333	24.64	
2	Team Ares	333	24.25	22.75s
3	Team Atlas	327	25.08	-6(laps)
4	BMC 1	327	24.66	-6
5	BMC 2	323	24.93	-10
6	BMC 3	304	25.29	-29

Only 13 seconds separated Team Atlas and BMC 1!



Castle Combe Circuit Action Day 15th June 2002

By John Corfield



The CCC Day (and I quote) "offers big crowds, a great atmosphere, a chance to meet your fellow club members, display your cars and project your club message to current and potential members, plus the chance to drive the challenge of the Castle Combe Circuit!"

As a club we get a free stand, 12 free admission tickets for those who display their cars and 6 free tickets for the lapping sessions that are run before 11am.

We want the CCC day to be a regular event in our calendar and so it would be good to have a different mix of cars from year to year. We'd like to find six cars with drivers who want to go out on the track (depending on conditions of course) and then a few display-only cars. A maximum of ten cars would be good, and with a couple of passes for people willing to man the Club Stand that would make up the 12 passes we've been offered.

Last year we had my Cossie, Mike McBride's Mitsubishi, the Citroen AX GTi of Martin Emsley and Andy Moss, Dave Bray with his 4x4 VW Golf and Dave Sulley with his Golf. Gerry Bath brought along his Lotus Elite. Mal Allen also turned up with his Marlin in the afternoon to add to the diversity.

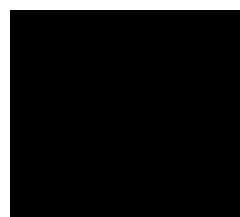
This year, so far, we have the following cars listed for a display on the day:

1. Sierra Cosworth - yours truly
2. Morgan 4+4 - Bill Farrow
3. Escort Mk1 1600 - Bernie Humphrey
4. Citroen AX GT - Martin Emsley/Andy Moss
5. Subaru Impreza - Pete Goodman

Kieron Winter is helping out with the Club Stand so his Astra may well swell the ranks (yes, keep it polished Kieron).

If you would like to help us promote our club by bringing your car please contact me (John Corfield) on 0117 9870763 (home) or 01793736557 (work) or 0771 9546661 (mobile) or john_e_f_corfield@hotmail.com.

The lapping session passes don't have to be used but we really do want to make a good display around the stand.



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.

OBITUARY

BILL MASON

The death was recently reported of Bill Mason, at the age of 86.

He was the doyen of documentary film makers, and was responsible for many classics including 'Shell History of Motor Racing'.

After many jobs he went to Cambridge where he read English and History.

He joined Shell oil company in 1943 and worked on War Office films until 1956, when he changed to freelance. In 1949 he made 'British Grand Prix at Silverstone', and the popularity of this led to 'Le Mans 1952' and 'Mille Miglia' in 1953. He even took a Cine Camera and filmed in car whilst Co-Driver in Cacciari's V12 engined Ferrari.

Mason loved his 1930 Bentley which he raced in early post-war motor sporting events. This car is now owned by Son Nick, better known as the Drummer with Pink Floyd.

In the Fifties and early Sixties any Club Film Show invariably included some of Bill's work, and always attracted large audiences.

We must be grateful to Bill, his colleagues and the oil companies who provided the moving background excerpts which we often see today on our home screens.

Arthur Tankins.



We continue our reprint of the information from the Motor Sport Safety Fund guide to marshalling with a look at first aid.

Basic First Aid

(Part 1)

Motorsport is a long way from being one of the most dangerous sports, but, despite all the protective measures - roll cages, helmets, seat belts, fire proof overalls, plumbed in extinguishers high speed impacts occur, cars catch fire and people get injured. At circuits, hill climbs and sprints, experienced, professional assistance will always be close at hand. At Rallies it may take longer, but, in any event, what you do in the first few minutes can make a major difference. If you get the opportunity to go on a First Aid course, then take it. If you don't, then try to follow these basic principles.

- Your own safety is paramount - you can't help anyone if you too are

injured.

- Stop and think before you act.
- Keep a crashed car between yourself and oncoming traffic.
- Ensure no one is smoking near a crashed vehicle.
- Deal with fire first and try to isolate the vehicle's electrics.
- Try to approach the driver/navigator from their direction of vision.
- Speak to the driver/navigator - their response or lack of it is a key indicator to whether further assistance is needed. Think of the acronym AVPU. Are they Alert, if not, do they respond to your Voice? Failing that, pinch the skin on the back of their hand to see if they respond to Pain. Are they Unconscious?
- Pause and assess the situation before summoning help. Don't grab a casualty and don't drag an unconscious casualty out of a car unless the risk presented by leaving them where they are is greater. The first can lead to a violent reaction if they have been hit on the head, the second could leave them paralysed.
- Look out for the quiet casualty. The more noise a casualty is making, the less problems they are likely to have. A conscious casualty who is speaking must be breathing.
- Use the "ABC" rule.
Check their Airway, Breathing and then their Circulation.
Someone whose airway is blocked can die in two minutes as struggling for breath uses up oxygen in the blood stream, someone who has stopped breathing could die in four minutes and someone who is bleeding severely will die in eight minutes.
Unconsciousness disables muscles,

allowing the tongue to sag and block the throat. Lifting the chin and tilting the head lifts the tongue from the back of the throat, leaving the airway clear.

- Test breathing in an unconscious casualty by placing your face close to the casualty's mouth to feel for breath on your cheek, looking for chest movements and listening for breathing sounds.

- If a casualty is not breathing and you have no prospect of immediate assistance, you may have to remove their helmet, to do this without making a potential spinal injury worse, you need two marshals. One supports the neck firmly in neutral alignment - with the eyes looking forward - to prevent the neck twisting or flexing. The other undoes the chin strap, uses the straps on either side to flex the helmet and rotates it backwards over the nose until it can be taken straight off.

Beware of any head rests.

Only remove the helmet if the casualty is unconscious and not breathing. On race circuits and at speed events, support the head in the neutral position until help arrives and someone else takes over control of the head.

- Find the casualty's pulse by feeling for the Adam's Apple and sliding your fingers into the gap between the Adam's Apple and the strap muscle running up the side of the neck. Feel for pulse for five seconds.

- If the casualty is not breathing and has no pulse call for assistance immediately and then start cardiopulmonary resuscitation (CPR) if you know how.

If you are alone

1. Open the airway

2. Give two breaths

3. Give 15 compressions

4. Continue with steps 2-4 unless there is a sign of circulation returning. If circulation returns, continue providing breaths, checking circulation every ten breaths.

If there are too of you, one first aider starts CPR while the other calls for help.

When the second first aider returns, continue with one first aider providing breaths and the other compressions at the rate of one breath for every five compressions.

- If you discover an unconscious casualty who is not breathing, but has a pulse

1. Give ten breaths of artificial ventilation.

2. Call for assistance

3. Re-check for a pulse

4. If a pulse is present, continue artificial ventilation, otherwise commence CPR

- If the casualty is unconscious, breathing and has a pulse, treat any life threatening injuries.

1. Place the casualty in the recovery position.

2. Get help

- If the casualty is conscious, breathing and has a pulse, treat them as appropriate and get help if necessary.

ONLINE BOOKSHOP

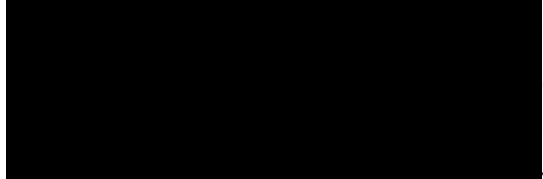
Visit the club online bookshop at

www.bristolpegasus.co.uk

The available books have been updated Every book sold raises money for St Peters Hospice. Books are supplied by amazon.co.uk

Saturday 20th July

Castle Combe Test Day



Once again the Club will be organising a Tuition and Drive at Castle Combe Circuit. The event takes place on Saturday 20th July and gives the opportunities for members to drive their own road sports or saloon car on the circuit. Each of the track sessions is limited to six cars, which means that you have plenty of space on the circuit. The event has been fully subscribed for the past few years, so it is important that those who want to enter, do so as soon as possible.

This year the price for the event is £86.

Bookings forms are available from Kieron Winter or on the club website at :-

www.bristolpegasus.co.uk/ccday.htm

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.