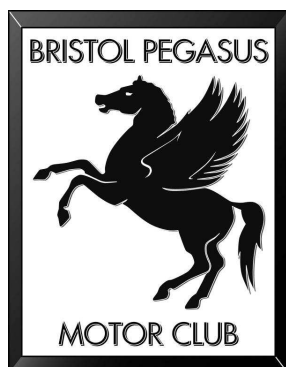


Backfire

May 2003



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

Cover : 2003 Wessex Sprint
Escort of BPMC Member Bernie Humphrey
Photo : Andy Moss

Backfire

The Bristol Pegasus Motor Club May 2003

Monday 12th May Club Night

Club night at the Wheatsheaf, Winterbourne. Come along for a beer and a chat from 8.30pm.

Monday 19th May Treasure Hunt

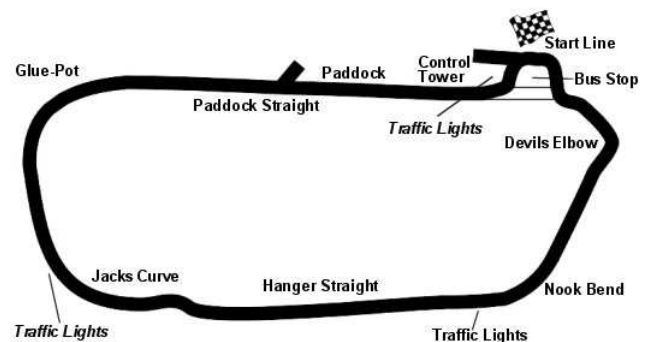
Martin Baker organises the May treasure hunt which will start & finish at The Buthay, Wickwar, 172/725885½ Start time is 7.30 pm.

If you have not entered one of the clubs treasure hunts before why not come along and have a go. The format of the event is easy to follow route instructions (no map reading required) with questions to answer along the route. The event will end in plenty of time for a drink and a chat at the finish.

Monday 26th May Llandow Sprint

Regs are available from John Corfield or the BPMC and BMC websites. The closing date for entries is the 6th May and the entry fee is £66. Our sprint last year was our first at Llandow so it was new to all of us. The course is small and looks pretty

straightforward but it is easy to be deceived - check out some of the video footage from last year on the BPMC website. At the time of going to press the event is not full so you are not too late to enter.



Saturday 14th June - CCC Day Castle Combe

We're making the CCC day a regular event in our calendar. The CCC Day offers big crowds, a great atmosphere, a chance to meet fellow club members, display our cars and project our 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 (additional sessions can be purchased on the day for £18). We'd like to find six cars with drivers

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

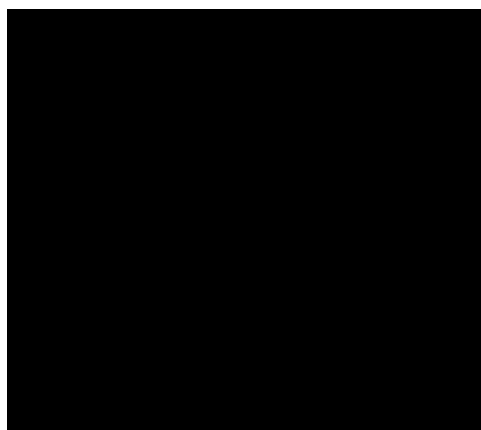
who want to go out on the track (depending on conditions of course) and then a few display-only cars. The lapping session passes don't have to be used but we really do want to make a good display around the stand. A maximum of ten cars would be good, and with a couple of passes for people willing to man the Club Stand that would make up the 12 passes we've been offered. If you'd like to help out your club then contact John Corfield.

Monday 16th June Treasure Hunt

This is to be organised by Andy Moss and John Corfield so make a note in your diary and prepare to have your brain and your eyes fully tested!

Monday 7th July

Treasure Hunt This will be organised by Martin Emsley - more next issue.



Saturday 19th July BPMC Club Day at Castle Combe

For more info on any of the events on this page contact Competition Secretary John Corfield on 0117 9870763 or e-mail john_e_f_corfield@hotmail.com

Invitations



18th May - Bristol Motor Club's Motion Media Solo at Severnview Services

BPMC are invited and the regs are available from John Corfield or both the BPMC and BMC websites. The closing date for entries is the 10th May and the entry fee is £20.

7th & 8th June - Abingdon CAR- nival Sprint and Stages

The closing date for entries for both events is the 28th May. The total entry fee for the Sprint is £85 as it includes a minimum £15 contribution to charity. The total entry fee for the Stages is £195 as it includes a £45 contribution to charity. Late entries may be accepted but are subject to a £10 additional charge.

8th June - NSCC Sprint at Curborough

An invitation to this event was accepted by BPMC.

Regs are available from the Nottingham Sports car Club website www.nottsscc.co.uk

The track is used in two versions, short = 900 yds, and long = 1557 yds and this event is using the short course. The closing date for entries is the 27th May and the entry fee is £66.

5th July - Bristol Motor Club Castle Combe Sprint

We have accepted an invitation on behalf of the BPMC and requested 20 sets of the regs which should be available soon. The event is again sponsored by Chipping Sodbury Caravans.

**Interclub Karting
Castle Combe
13th April 2003
Report by Anne Draper**



Once again members of BPMC locked wheels with Bristol Motor Club at the excellent outdoor kart track at the Castle Combe circuit. This year was the 5th annual interclub kart challenge. With Bristol Pegasus having won three of the four previous events would BMC be able to close the gap?

16 club members took up the challenge giving three teams to face three from BMC in a two and a half hour endurance event. With a dry day, a grippy surface and experienced drivers in all six teams some fast and furious racing was guaranteed.

The Pegasus teams lined up as follows

Team Atlas

Darren Stanley
Julian Holway
Tony Thorp
Pete Williams
Paul Bird

Team Ares

Paul Draper
Lewis Bird
Dave Cutcliffe
Stuart Pursey
Andy Moss
Dean Pursey

Team Zeus

Simon Milne
John Milne
Andy Noad
Tim Hanlon
Jamie Hanlon

After the usual safety briefing it was onto the track for some practice laps with the fastest lap in each kart deciding the grid positions. Bristol Pegasus got off to a flying start taking the top three grid places. Would we still be there at the chequered flag?

The race began with Paul Bird leading the field for Team Atlas. Paul Draper starting for Team Ares ran wide at the bottom hairpin after a strong challenge from Richard Marsh of BMC 3 and was forced to let all three BMC teams through leaving Team Ares in last place. BMC 3 continued to make good progress charging through the field to take the lead. With all the teams on the same lap with first driver changes there was all to play for.



Dave Cutcliffe taking over for Team Ares, despite an early visit to the tyres, was soon the fastest man on the track and took over the lead. With John Milne and Tony Thorp driving well for Team Zeus and Team Atlas Bristol Pegasus were back in the podium positions.

Lewis Bird in his first event as a full club member showed he was a chip off the old block keeping Team Ares in the lead until kart expert Daren Stanley took over first place for Team Atlas.

After more driver changes and refuelling stops Team Atlas started to build a significant lead with Team Zeus a strong second. With the fastest BMC drivers back on the track Team Ares dropped back to fifth place leaving final driver Dean Pursey too much to do to achieve a Pegasus clean sweep this year.



after two and a half hours and completing 340 laps, once again confirming Bristol Pegasus as the fastest motor club in Bristol!

The standard was very high this year, in fact with such consistently fast lap times the karts had to be refuelled twice during the race. Even after two and a half hours only nine laps separated first and last place. Fastest lap of the day went to BMC member Richard Marsh in BMC 3.



Team Atlas took the chequered flag

FINAL POSITIONS

pos	team	laps	diff
1	Team Atlas	340	
2	Team Zeus	337	-3
3	BMC 1	335	-5
4	BMC 3	334	-6
5	Team Ares	332	-8
6	BMC 2	331	-9

Clubmans Championship (up to April PCT)
Results prepared by John Corfield

	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	18.35	Matt Marples	1	4	Yes
2	14.85	Mark Astin	2	3	
3	14.31	Howard Johnson	3	3	
4	14.31	Paul Bird	3	3	
5	10.02	David Adams	5	3	
6	8.25	Dave Cutcliffe	6	2	
7	8.25	Martin Baker	6	2	Yes
8	8.00	Andy Moss	8	3	Yes
9	8.00	John Corfield	8	3	Yes
10	6.58	Andy Rigler	10	2	Yes
11	6.58	Dick Craddy	10	2	Yes
12	6.52	Chris Goodchild	12	2	
13	5.64	Tim Murray	13	1	Yes
14	3.50	Alan Spencer	14	1	Yes
15	3.50	Malcolm Allen	14	1	Yes
16	3.46	Andy Robinson	16	2	
17	3.46	Mark Williams	16	2	
18	2.21	James Harris	18	2	
19	1.21	Mark Wright	19	1	
20	1.00	Chris Thompson	20	1	
21	1.00	Clair Adams	20	1	
22	1.00	Jonathan Goater	20	1	

Marshals Championship (up to April PCT)
Results prepared by John Corfield

	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
1	2	Alan Spencer	1	1
2	2	Andy Rigler	1	1
3	2	Dick Craddy	1	1
4	2	Malcolm Allen	1	1
5	2	Tim Murray	1	1

Bristol Pegasus Fantasy F1 2003

(positions after San Marino GP)

Prepared By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Kieron Winter	Alonso	Pizzonia	Williams	McLaren	130
2=	Chris & Sam Bennett	Fisichella	Firman	McLaren	Jordan	124
2=	Mary Craddy	R Schumacher	Alonso	McLaren	Jaguar	124
4	Pete Stowe	Montoya	Alonso	McLaren	BAR	117
5	Jeff Spencer	Coulthard	Button	McLaren	Toyota	115
6	Andy Moss	Webber	Button	McLaren	Renault	105
7	Liz Moss	Coulthard	Fisichella	Jordan	BAR	102
8=	Dave Cutcliffe	Raikkonen	Pizzonia	Ferrari	Toyota	99
8=	Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota	99
10	Matthew Watts	Barrichello	Alonso	Renault	BAR	98
11	Mark Elvin	Raikkonen	Webber	Williams	Toyota	96
12	Alison & Josh Bennett	R Schumacher	Coulthard	BAR	Minardi	91
13	Chris Lewis	Coulthard	Button	Renault	Toyota	86
14	Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault	83
15	Alan Spencer	R Schumacher	Coulthard	Jaguar	Toyota	77
16=	John Page	Alonso	Villeneuve	Ferrari	Toyota	76
16=	Tim Murray	Alonso	Villeneuve	Ferrari	Toyota	76
18	Judith Bird	Button	Panis	Renault	Jordan	72
19	Mark Williams	Firman	Panis	Ferrari	Jordan	70
20	Donny Allen	Heidfeld	Verstappen	Williams	Sauber	69
21=	Alison Emsley	R Schumacher	Button	Jordan	Jaguar	68
21=	Louella Holsman	M Schumacher	Wilson	Renault	Minardi	68
23	Dick Craddy	M Schumacher	Frentzen	BAR	Toyota	66
24	Martin Baker	Alonso	Heidfeld	Ferrari	Jaguar	65
25	Mal Allen	Firman	Button	Ferrari	BAR	61
26	Arthur Tankins	Trulli	Webber	Ferrari	Minardi	59
27=	Elisabeth Lewis	Montoya	Panis	Renault	Minardi	58
27=	Steve Conner	Firman	Button	Ferrari	Minardi	58
29	Paul Bird	Heidfeld	Firman	Ferrari	BAR	57
30	Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota	55
31	Martin Emsley	Heidfeld	Panis	Ferrari	Minardi	45
32	Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota	44

THE LOWER GROVE FARM

Production Car Trial

6th April 2003 - By Alan Spencer

Club Member Duncan Pitaway gave permission to use his field on the Slopes of Dundry, "A PCT in your back garden," what would I give for something like that.

Mal Allan and I ran the club event which started at 1-00 pm to accommodate the church goes amongst us etc. 3 hills were laid out on the slopes with interesting turns and gradients with the odd bit of muddy ground thrown in to make it interesting. 6 crews turned out on the day to play, two coming from Wales to share an old 1930's MG.

This car throughout the afternoon started to show its age with parts coming adrift and breaking - but the crew persevered and made many running repairs to finish in a reasonable position.

Two club members Matthew Marples and James Harris entered the front wheel drive class in Vauxhall Corsa's and Nova's. They fought for their places but the bigger engined car overcame the Nova to win the class.

Husband and wife members Dave and Clare Adams in their well presented VW Beetle 1300 fought for honors in the rear engine class, this car was bought from an elderly gentleman who had bought it from new, it was turned out in very nice condition.

During the afternoon we were visited by a BMW with a family and a Ice cream van both made good climbs of the tests but as they were not club or invited members their scores did not count.

Many thanks to all who turned out to Marshall and help. Namely Donny, Bill, Keiron, Andrew Templar and Steve Spencer. And thanks to Duncan for the use of the field.

BPMC - LOWER GROVE FARM PCT - 6th April 2003 - Results

	Total points	Class Position	Overall Position	%
Class A - Sports Car				
Frank Vautler - MG	70	2 nd	3 rd	102
Stuart Dean - MG	54	1 st	2 nd	82
Class B - Front Wheel Drive				
Mat Marples - Vauxhall Corsa	68	1 st	joint 4 th	103
James Harris - Vauxhall Nova	89	2 nd	5 th	135
Class D - Rear Wheel Drive				
Dave Adams - V W Beetle	46	1 st	1 st	69
Clare Adams - V W Beetle	68	2 nd	joint 4 th	103

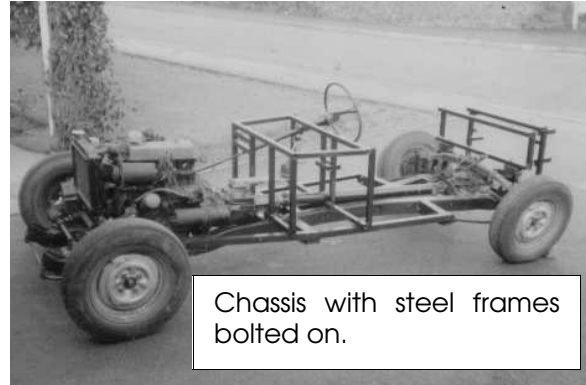
FORTY YEARS AND MORE WITH MOTOR CARS

By Richie Devall - Part 2

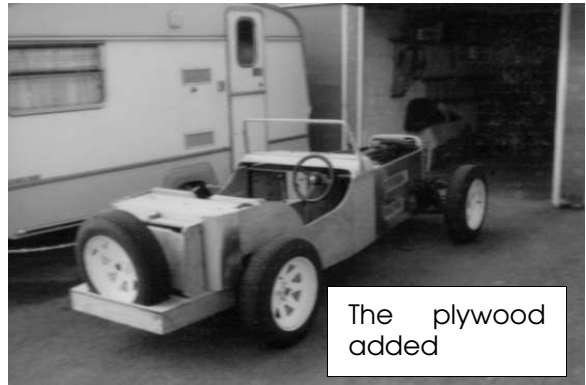
We moved to Bristol in 1973 and our two sons Pete and Rob were born in '75 and '77, respectively. In the early 80's my wife persuaded me that life should not be all about houses, curtains and carpets and that I should get myself a hobby car. I had always liked the early Lotus Elite and there was an advert in *Motoring News* for one for restoration, but no price. I naively phoned to find that the price was £22000 which was about 25 times my budget! I then thought about an MGA and again prices, even for basket cases were way too high. After much going round in circles I found that the only 'classic' car I could afford was an A35!

Not long after this major disappointment I saw an advert in *Motor Sport* with this picture and a claim "You can build this car for £850". The car was known as a Burlington Arrow and I sent away for a set of plans. When they arrived there were a dozen or so sheets of sketches and a few written instructions, the bit about wiring said if you know how to do it then no problem, if not then consult an expert.

The car was based on a Triumph Herald chassis, so I bought a Herald and immediately took it to bits on the drive. The chassis and mechanical bits went into the garage while I cut the body up with a cold chisel and lump hammer and carted it a few bits at a time to the scrap yard. Some of the outriggers were cut off



Chassis with steel frames bolted on.



The plywood added

and others shortened and the main chassis rails lengthened by 6 inches which I had done by a professional welder. I welded up rectangular frames of square section steel tube which were then bolted on to the chassis. Plywood panels were fastened with countersunk screws on to the frames and aluminium sheet glued on top of the plywood with Evostick. The wheels were made by Weller who were happy to do specials at very little extra cost - they did not get much demand for 15 inch wheels for Heralds! The tyres were well worn ones from my Saab 99. The only items bought from Burlington were the fibreglass scuttle and the radiator surround. The mudguards were trailer ones, the windscreen was laminated window glass, the bonnet hinge was from an MG TD, and so on. The most frustrating part was making the two bonnet halves which were bent in the vice with one edge clamped between two lengths of angle iron and then pulled to shape by hand using a fair bit of guesswork, they

were cut to size afterwards. I used two 8 x 4 sheets of aluminium before I got a reasonable pair of bonnet halves. The wiring was straight forward and I used wire from the old loom. I bought a second hand heavy weight sewing machine to do the upholstery and make a tonneau cover. (I still have the sewing machine but have not used it since.) 2 inches were chopped off the front springs with an angle grinder and at the rear I took one leaf out of the transverse spring, this was later replaced by a special 'kit car' spring which improved road holding a lot. I borrowed some spraying equipment and painted it with red cellulose and then had to spent hours rubbing it down and polishing to remove all my spraying mistakes. Once it was finished it was MOT'd and insured still as a Triumph Herald, which you were allowed to do in those days. Initially I ran it with the original 1150 engine but fairly soon bought a 1300 Spitfire engine which I reconditioned and also fitted a tubular exhaust manifold. It was a lot of fun to drive and seemed to go pretty quickly and handle and stop pretty well and it was the sort of car that made you grin while you were driving it, it certainly had that effect on any friends who drove it. After using it for a few months and with the next project looming I sold it. The chap who bought it wanted to mix with the classic sports car set but could not afford one – I think he was a bit misguided. I started on the project in October 82 and sold the car in September 87. I kept a detailed record of what I spend including things like hacksaw blades and drill bits and total cost was about £2100 and I spent about 1500 hours building it. I sold it for £1700 so cost for 5 years

of hobby was £400 which I reckon was pretty good. Even though it was good fun with lots of challenges I don't think I could do it again.



During the time I was building it the many of my neighbours thought I was mental, a few were envious and said they wished they could do something similar and one or two were able to offer useful advice, particularly my next door neighbour who worked at Rolls Royce and was able to get bits made. The car would often be out on the drive being worked on and was a magnet for all the local youngsters most of whom were amazed that anyone could actually build a car, one lad thought it was a large Airfix kit. My two sons were very proud and would lean casually on the car especially as the school bus unloaded outside the house.



The finished Burlington Arrow

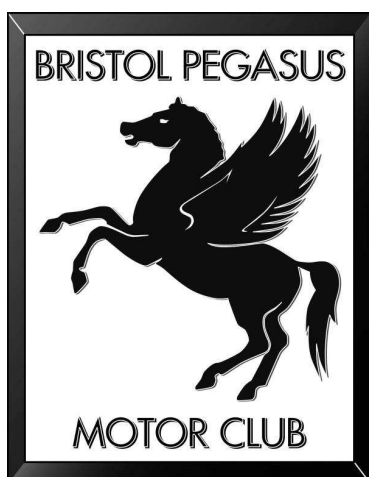
2003 Wessex Sprint



Colerne



2003 Calendar



May		
Mon	12th	Club Night
Mon	19th	Treasure Hunt
Mon	26th	Llandow Sprint
June		
Mon	9th	Club Night
Mon	16th	Treasure Hunt
July		
Mon	7th	Treasure Hunt
Mon	14th	Club Night
Sat	19th	Castle Combe Day
Aug		
Mon	11th	Club Night
Mon	18th	Treasure Hunt
Mon	25th	Two Club Sprint
Sep		
Mon	8th	Club Night
Sun	28th	Autotest
Oct		
Sun	12th	Production Car Trial
Mon	13th	Club Night
Sat	18th	Pegasus Sprint
Fri	24th	Nav Scatter
Nov		
Mon	10th	Club Night
Fri	21st	Nav Ex
Dec		
Fri	5th	Nav Scatter
Mon	8th	AGM

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.

Next Club Night
Monday 12th May