

Backfire

October 2002



The Magazine of the Bristol Pegasus Motor Club

Kieron Winter (left), chairman of Bristol Pegasus Motor Club hands over a set of regulations for the Bridgestone Pegasus Sprint to John Cowderoy of Bridgestone (right) and Mike Rogocki, managing director of Britannia Tyres in Fishponds.

Backfire

The Bristol Pegasus Motor Club

October 2002

October

Monday 14th Club Night

Video and Chat evening at the Wheatsheaf – from 8:30pm.

Saturday 19th The Bridgestone Pegasus Sprint

The 12th running of the Pegasus Sprint and the fourth on the revised full-length circuit. This year we are delighted to welcome Bridgestone Tyres as sponsor of the event. Bridgestone are giving all Competitors and Marshals the chance to win a full set of tyres. In support of grass roots motorsport, Bridgestone are also donating some excellent prizes for the marshals draw, as well as sponsoring a goody bag for each marshal. Potential marshals should contact Ian Hall tel: 01225 892278.

The event is fully subscribed – a full entry list will be published on the club

web site at
www.bristolpegasus.co.uk.

Friday 25th Nav Ex

Now that summer has past and the nights are drawing in it is time to re-commence the Nav-Ex season. The 'Continental Wildlife Nav-Ex' will start at 7:30p.m. on the 25 October 2002. The start will be in a lay-by of the A46 (Grid ref. 809 1/2 905 3/4) and will finish at 'The Hunter Hall' public house (Grid ref. 814 960). The route will cover approximately 25 miles over some excellent roads with little traffic. As usual the route instructions will be divided into Novices and Experts. However, we've introduced a 'few twists' to the plotting to ensure both drivers and navigators enjoy the evening and that all entrants have an equal chance of winning, but without resorting to 'evil plotting'.

We look forward to seeing you on the 25 October.

Matthew Marples & Mark Astin

Backfire

As always we are looking for contributions for Backfire
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backfire@bristolpegasus.co.uk Fax (0870)139-2108
Club Website WWW.BRISTOLPEGASUS.CO.UK

Long Way Away Pt 2

By Martin Emsley



Having a look at the SASCARS I was introduced to Patrick Seddon, very good bloke, who showed me around his car. Now I had some Bristol Pegasus Motor Club stickers with me, to see if I could get one on a race car, Patrick was most agreeable and it ended up right on the front of the nose of his very yellow machine.

I then had the opportunity to sit in his car, quite a squeeze getting me in through the window, but once in it was so comfortable, did not want to get out. In the meanwhile investigations showed that the two-seater 'suicide ride' car was to be raced so apologetically they were unable to take me for a ride around the circuit.

Another fellow offered me the chance, in future, to have a car supplied, prepared at a meeting: practice, and race for about £1,250, a bargain. What about a license? Get a day one for about £20, medical, if you are breathing the doctor will sign, were they really serious? Let me loose in one of these monster machines with others around on an

unseen circuit, I ain't that brave. Then again right time and place yup I would love a go. They had to lever me out of Patrick's car.

Each group had two races of between 8 and 12 laps and the racing was damn good, as was the beer. We watched from the SABAT stand and met a very nice man I think from their Accounting Dept with whom we had a great conversation, I now have a SABAT cap and some stickers to put on the Citroen though I have a suspicion that I may not be that much help to their sales figures. I was also, very generously given a limited edition S. A. baseball cap, I donated a club sticker in return. Neil also took time out to explain and show me a trick suspension set up, very interesting, I have not seen anything like it in England, maybe we will try it on the Citroen, who knows.



The cold and steadily flowing lager meant plenty of visits to 'The Houses of Parliament' as Neil called the quite impressive toilet facilities; for sure some British circuits could learn from this example. The beer came in cans from great buckets of iced water, not that it was too vital that day and cost about 40p can, several local brews available, my favourite being 'Castle'.



So interesting people and super cars to list just a few, S. A. built Capri V8 piranha and Chevrolet Firenza known as CAN-AM both beautifully turned out with full house V8's the Capri on quadruple twin choke downdrafts. An Isuzu Bellet GT, lovely, the likes of which I have never seen before or the GSM Dart a local, pretty kit car and Lancias, Alfas, Beetles and Datsuns which have long since turned to dust here.

They have their own Lotus 7 replica called the Birkin 7, which looks a real nice job. A fascinating machine was the Protea Triumph, which if my memory serves me correctly is based on a TR3 and is totally unique. I could not get my head around all the classes, one group of racers appearing to be basically anything goes, with multi-vane rotary engines in such as Anglia, Escort and Alfa, the standard of preparation of these cars was not quite up to the exceptional standard I saw in most of the other groups.

I have to admit one of my favourite cars was the Datsun 1200 GX, looked like a mini sloping back 60's Mustang that Mike Leonhardt had bought for £300? And simply build a faster engine and put in a roll cage, it

was immaculate and all the undamaged trim still in place, a real beaut.



The programme was also interesting in as much as it listed a few entrants we did not see and did not list some we did, seemed slightly more casual than here, not detrimentally so.

We spectated from different places finally upon the pit garage roof, when Neil revealed we could watch from the pit wall so long as we left our beer behind. I was down like a shot and what a great view, it is a long time since I did the same thing at Silverstone, 10years I guess, it was just fabulous.

What about Patrick in the SASCAR, well he came 7th in the first race and I was all for taking over for the second, only joking. In the second race, just at the start another car went over the front of his taking off the entire composite nose, bonnet, wings and our sticker.

I gathered from Patrick that he was non-too impressed, so I gave him another sticker for his 'new' nose. I was all for recovering the appropriate broken piece as a souvenir at the end

but guess it would have made very strange hand luggage. Again you can find info on SASCAR on the net, well worth a look.

So a brilliant days motorsport, many thanks to Neil and his family for taking me and looking after me so well, I really appreciated it. No day would be complete without a visit to the pub, which we duly did. The Springbok had beaten the wallabies by 2 points in the dying seconds of the match and boy were there some celebrations going on, all good-natured. I had some more stimulating conversations mostly rugby, one guy insisting on showing us the Ferrari shield tattooed on his shoulder, for some reason. We had a great meal, yet more beer then unfortunately back to the hotel. I bought back some super memories, and some nice souvenirs.

On the road were lots of very well preserved 'original' Beetles, many locally built Golf Mk1's and Toyota Corollas, early 90's shape. I saw a lovely? Rover SD1, many Mk2 Escorts and again a selection of cars I have never seen here including a production V8 Sierra.

There are many 4x4's, though unlike here most seem to go further than the shops and school, and pickups lots of 'em, all shapes and sizes. My favourite being the little Nissan 1400cc model, pickups known as 'Buckets' or 'bakkies' for which a popular accessory was a rear hard top. If you had wide wheels you ended up with a Bakkie with a lid on and fitted with fat tackies, personally I loved the standard ones in white,

though I failed to find a model of one to bring home despite a frantic search.



Albert at the works was another who went out of his way to look after me, he is also car mad, he showed me pictures of his immaculate 'Frogeye' Sprite and Triumph Spitfire. You simply would not believe the state the sprite was in when Albert got it, V8 and hole in the bonnet being examples, and he has turned it into a beautiful show winning car which is used, again a real artisan and great guy.

With the favourable exchange rate cars appeared cheap so armed with a copy of the local Auto Trader here are a few choice models:

Audi TT Coupe, 2000, £19,000
Austin Healey 3000, rebuilt, £9,500
BMW M3, 1995, FSH, £8,600
Chevy Bellair, 1956, restored, £6,300
Ferrari 308GTSi, FSH, £16,600
Mustang, 1967, £5,000
Sierra XR8 LE, £4,000
Lancia Fulvia, 1971, £1,200
Subaru Impreza, 2001, £16,000
Volkswagen Beetle, superb, £2,000
And finally
Nissan pickup, new, £3,300.

Damn good value I think, now what would I do with the children?



MARKET PLACE

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

FOR SALE

This year's 1900 8v engine on SP Performance Big valve head, rebuilt at the beginning of this year. Full spec available to anyone seriously interested. This engine has qualified for the Bright Spark British Sprint Leader's Final in October. Dyno sheets available and is currently 7th overall in ASWMC Sprint Championship. It will be available with everything to bolt into new car and run except the carburettors. Available in Mid October to any reasonable offer refused

Also a number of items for Peugeot 205 / 309 Gti are for sale at reasonable offers :

- 1900 Front Hubs
- Pair 1600 Brake calipers with green stuff pads
- Pair 1900 discs
- 309 Front subframe c/w power steering rack, hubs and arms all good
- 205 Front subframe with 309 arms, almost new Powerflex bushes
- One nearly new 205 gti radiator
- One nearly new 309 gti radiator
- All 205 Gti side & door glass.

Paul Perkin
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perky@perky.eurobell.co.uk



I MECH E

Institution of
Mechanical Engineers
Automobile Division
Western Centre

Thursday 17th October 2002

Alternative Fuels for Road

Vehicles A Greener Shade of Grey

Presenter: Professor Neil Fricker,
External Professor of Combustion
Technology, University of Glamorgan
University of Bristol Department of
Physics, Powell Lecture Theatre,
Tyndall Road, Bristol BS8 1TL

Thursday 31st October 2002

The New Range Rover

Developments

Bob Joyce, Director Vehicle
Engineering, Jaguar and Land Rover.
University of Bath, Room 2E, 3.1

Thursday 28th November 2002

The Future of MG Rover

Presenter: Jules Carter, Chief
Engineer, Chassis and Vehicle
Integration, MG Rover Group.

Learn of the rebirth of MG and Rover,
and the exciting future for these
famous British Marques At the
University of Bristol, Powell Lecture
Theatre, Tyndall Road, Bristol

STARTING TIMES:

Bristol University - 6.30 for 7pm
University of Bath 7 for 7.30 pm Light
refreshments (Tea, coffee & biscuits)
will be available before each event.
All visitors are most welcome.
Advance booking is not required.

For further details please contact :
Roy Sallabank: 01934 832728
or email rasallabank@waitrose.com

Bristol Pegasus Fantasy F1 2002

(positions after Italian GP)

Results Prepared by Tim Murray

| Pos | Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Total |
|-----|-------------------------|--------------|------------|----------|---------|-------------|-------|
| 1 | Tim Murray | Barrichello | Massa | Ferrari | Minardi | Ferrari '01 | 823 |
| 2= | Dave Cutcliffe | M Schumacher | Yoong | Williams | Minardi | Asiatech | 763 |
| 2= | Martin Emsley | M Schumacher | Yoong | Williams | Minardi | Asiatech | 763 |
| 2= | Matthew Watts | M Schumacher | Yoong | Williams | Minardi | Asiatech | 763 |
| 5 | Patrick & Gill Williams | Heidfeld | Yoong | Ferrari | Minardi | BMW | 735 |
| 6 | Martyn Davies | Montoya | Heidfeld | Williams | Sauber | Ferrari '01 | 728 |
| 7 | Caroline Meaden | Barrichello | Sato | Williams | Sauber | Mercedes | 724 |
| 8= | Alison & Sam Bennett | Barrichello | Fisichella | Williams | Arrows | Mercedes | 715 |
| 8= | Jeff Spencer | Barrichello | Fisichella | Williams | Arrows | Mercedes | 715 |
| 10 | Paul Wiese | Montoya | Salo | Williams | Renault | Ferrari '01 | 714 |
| 11 | Elisabeth Lewis | Montoya | McNish | Williams | Renault | Renault | 710.5 |
| 12 | Alison Emsley | Heidfeld | Panis | Williams | Sauber | Ferrari | 708 |
| 13 | Mark Elvin | Montoya | Heidfeld | Williams | Toyota | Renault | 703.5 |
| 14 | Steve Webb | Heidfeld | Fisichella | Williams | Toyota | Ferrari | 701 |
| 15 | Chris Bate | Montoya | Salo | Williams | Sauber | Ferrari '01 | 689 |
| 16 | Lucy Manning | Barrichello | Salo | Williams | BAR | Renault | 674.5 |
| 17 | Andy Moss | Raikkonen | Montoya | Williams | Minardi | Toyota | 671 |
| 18 | Tom King | Barrichello | Montoya | Jordan | Minardi | Mercedes | 653 |
| 19 | Pete Goodman | Montoya | Villeneuve | Williams | Arrows | Honda B | 642.5 |
| 20 | Mary Craddy | M Schumacher | Heidfeld | Renault | Arrows | Toyota | 620 |
| 21 | Bill Farrow | M Schumacher | McNish | Renault | Toyota | Ferrari '01 | 617 |
| 22 | Helen Davies | M Schumacher | Heidfeld | Sauber | Arrows | Ferrari '01 | 616 |
| 23 | Martin Baker | M Schumacher | Heidfeld | BAR | Toyota | Ferrari '01 | 606 |
| 24 | Arthur Tankins | Fisichella | Villeneuve | Williams | BAR | BMW | 600 |
| 25 | Liz Moss | Button | Verstappen | Ferrari | Arrows | Cosworth B | 593.5 |
| 26 | Chris Lewis | Button | de la Rosa | Williams | Jaguar | BMW | 591 |
| 27 | Rex Meaden | Barrichello | Panis | McLaren | Renault | Ferrari '01 | 589 |
| 28 | Dick Craddy | Montoya | Massa | McLaren | Renault | Asiatech | 584 |
| 29 | Lisa Taylor | M Schumacher | McNish | Sauber | Toyota | Toyota | 571 |
| 30 | Mike Baker | M Schumacher | Salo | BAR | Arrows | Ferrari '01 | 556 |
| 31 | Mark Williams | M Schumacher | Bernoldi | Sauber | Toyota | Cosworth B | 552.5 |
| 32 | Liz Baker | Coulthard | Salo | Williams | Arrows | Ferrari '01 | 544 |
| 33 | Pete Stowe | Heidfeld | Panis | McLaren | Renault | BMW | 525 |
| 34 | Kieron Winter | Heidfeld | de la Rosa | McLaren | Renault | BMW | 513 |
| 35 | Chris & Josh Bennett | R Schumacher | McNish | McLaren | Sauber | Asiatech | 442 |
| 36 | Alan Spencer | Coulthard | McNish | Jordan | Jaguar | Toyota | 292 |

For the latest F1 Scores check out the club web site, where we will try to keep the scores upto date between Backfires.





RG Racewear - 01249 814816

Special prices on new products for Club competitors!

I've managed to find some new suppliers for our RG Racewear products, and to celebrate the launch of our new range I'd like to offer fellow speed fiends the first chance to get their hands on them – and at some seriously reduced prices.

All these products are on the new version of our web site, which is currently undergoing test:

www.racewear.co.uk/Web2002

(Please note it is case sensitive) but don't try to buy on the buttons because they're on the standard retail price range. Contact me on max@racewear.co.uk

By the way, for those not on email speak to Jim Tyler in the office on the above number, and he will make sure you get a hard copy in the post.

OFFER ONLY VALID UNTIL 1/12/02!

Best wishes

Max, Sarah, Jim & Ann at
racewear.co.uk

Nomex gloves

RRP £25.50 – Club price £17.00

Race boots (unlined)

RRP £29.50 – CLUB price £23.60

Luxury race boots (Nomex lined, FIA approved)

RRP £63.83 - CLUB price £51.00

Padded helmet bag

RRP £10.00 - CLUB price £7.50

PromoRally Max Driver FIA racesuit

RRP £195.00 - CLUB price £175.50

Neck brace

RRP £17.50 - CLUB price £11.50

Children's F1 replica racesuits

RRP £45.00 - CLUB price £35.00

All these prices are EXCLUDING VAT (17.5%) and any carriage charges will have to be added, too, but we'll keep those to a minimum.

Many products are being made especially for us, and I'm really pleased with them. We're proud to put our name on them and they uphold the standards of the racesuits that we make ourselves.

Pegasus & MG Autotest Rolls-Royce - September 29th 2002



An enthusiastic group of Pegasus and MGCC members arrived at the Rolls-Royce car park in Patchway to enjoy some autotesting in the the Autumn sunshine.

The split between MG sports cars and the saloons was 50-50 with all of the saloon entrants in class 1.

The MG metro of club member Alan Spencer was joined by the Citroen AX GT of Andy Moss, was joined by Club Chairman Kieron Winter, the AX seeing it's fourth driver of the year following Mark Elvin's run it at the Two Club Sprint.

Mark Williams arrived in the Mini – the car arriving on a cleverly converted Caravan Chassis based car trailer (Perhaps the best use for a caravan ?). Mike McBraida in the Scirocco and the Renault 5 of Lee Chamberlain completed the entries in Class 1.



Bristol Pegasus MC / MG Car Club Autotest 29th September - Results

| | | | | | | | | | | | | | Class | Overall |
|-------------------|------------|--------|------|--------|------|--------|-------------|-------------|------|---------|------|-------|----------|----------|
| Class 1 | | Test 2 | | Test 3 | | Test 9 | | Test 10 | | Test 11 | | Total | Position | Position |
| Dave Coppock | MG TC | 43.2 | 41.3 | 39.6 | 37.7 | 41.3 | 42.1 | 43.2 | 42.9 | 32.5 | 32.2 | 396.0 | 1 | 3 |
| John Bird | MG TD | 46.0 | 44.5 | 39.9 | 40.1 | 41.4 | 42.2 | 42.0 | 41.4 | 31.9 | 31.3 | 400.7 | 2 | 4 |
| Neil Lock | MGB GT | 48.0 | 58.0 | 39.5 | 37.0 | 42.1 | 40.2 | 37.4 | 38.5 | 32.0 | 30.8 | 403.5 | 2 | 5 |
| Derek Champerlain | MG A | 55.8 | 53.1 | 45.9 | 44.8 | 50.8 | 49.1 | 49.9 | 45.1 | 34.9 | 34.2 | 463.6 | 3 | 11 |
| | | | | | | | | | | | | | | |
| Class 2 | | | | | | | | | | | | | | |
| Dave Mothersdill | Midget | 37.1 | 36.5 | 35.7 | 35.3 | 37.2 | 35.5 | <u>56.0</u> | 34.5 | 39.9 | 30.7 | 378.4 | 1 | 1 |
| Stephen Holford | Midget | 47.0 | 53.7 | 41.3 | 38.5 | 43.6 | <u>53.6</u> | 46.0 | 41.4 | 29.3 | 28.5 | 422.9 | 2 | 7 |
| | | | | | | | | | | | | | | |
| Class 3 | | | | | | | | | | | | | | |
| Mark Williams | Mini | 40.4 | 39.0 | 41.1 | 39.7 | 40.5 | 43.4 | 38.1 | 37.6 | 30.7 | 29.9 | 380.4 | 1 | 2 |
| Mike McBraida | Scirocco | 45.0 | 41.9 | 42.7 | 41.9 | 41.9 | 42.2 | 49.8 | 39.5 | 32.2 | 30.5 | 407.6 | 2 | 6 |
| Lee Chamberlain | Renault 5 | 58.0 | 50.8 | 41.9 | 41.5 | 53.2 | 45.2 | 38.9 | 37.7 | 31.2 | 29.7 | 428.1 | 3 | 8 |
| Alan Spencer | MG Metro | 50.0 | 45.8 | 46.4 | 42.6 | 42.6 | 42.4 | 49.8 | 41.1 | 36.3 | 33.0 | 430.0 | 4 | 9 |
| Andrew Moss | Citroen AX | 49.0 | 62.7 | 42.6 | 42.6 | 48.6 | 48.2 | 44.3 | 43.4 | 31.8 | 32.0 | 445.2 | 5 | 10 |
| Kieron Winter | Citroen AX | 60.8 | 72.8 | 47.4 | 46.8 | 51.9 | 49.2 | 46.4 | 44.3 | 34.6 | 33.0 | 487.2 | 6 | 12 |

Bristol Pegasus Clubmans Championship 2002

Upto Two Club Sprint (excluding August Treasure Hunt) By John Corfield

| Total | ENTRANT | Pos. | No. | Organised |
|--------------|----------------------|-------------|------------|------------------|
| 33.40 | John Corfield | 1 | 8 | Yes |
| 25.11 | Martin Emsley | 2 | 7 | |
| 25.05 | Andy Moss | 3 | 7 | Yes |
| 18.90 | Paul Bird | 4 | 5 | Yes |
| 15.72 | Pete Goodman | 5 | 3 | |
| 15.54 | Mark Astin | 6 | 5 | |
| 15.54 | Matthew Marples | 6 | 5 | |
| 15.46 | Mike McBraida | 8 | 4 | |
| 14.95 | Mark Roberts | 9 | 3 | |
| 14.89 | Martin Baker | 10 | 4 | Yes |
| 13.96 | Christopher Goodchil | 11 | 5 | |
| 13.08 | Jonathan Milne | 12 | 3 | |
| 12.76 | Paul Perkin | 13 | 3 | |
| 12.57 | Trevor Park | 14 | 3 | |
| 10.73 | Alan Spencer | 15 | 6 | |
| 10.04 | Richie Devall | 16 | 2 | |
| 9.95 | Pete Devall | 17 | 2 | |
| 9.62 | Dave Cutcliffe | 18 | 2 | Yes |
| 9.57 | John Mearns | 19 | 2 | |
| 9.27 | Howard Johnston | 20 | 2 | |

Bristol Pegasus Clubmans Marshals 2002

Upto Two Club Sprint (excluding August Treasure Hunt) By John Corfield

| Total | ENTRANT | Pos. | No. |
|--------------|----------------|-------------|------------|
| 12.00 | Dick Craddy | 1 | 5 |
| 9.00 | Kieron Winter | 2 | 5 |
| 9.00 | Martin Baker | 2 | 4 |
| 8.00 | Bob Hart | 4 | 3 |
| 5.00 | Mal Allen | 5 | 4 |
| 4.00 | Dave Cutcliffe | 6 | 3 |
| 3.00 | Bill Farrow | 7 | 2 |
| 3.00 | John Corfield | 7 | 2 |
| 2.00 | Andy Rigler | 9 | 1 |
| 2.00 | Donny Allen | 9 | 1 |

Note : Marshals championship and organisers qualification now include the Wessex sprint and Two Club Sprints.



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.

**MONDAY 14th
OCTOBER
CLUB NIGHT
VIDEO & CHAT
EVENING
FROM 8:30PM**

Monday 11th NOVEMBER CLUB NIGHT

GUEST SPEAKER



Mike Marsden will give a talk on Lotus at the November club night

**“Austin 7 Special
to Indianapolis”**

