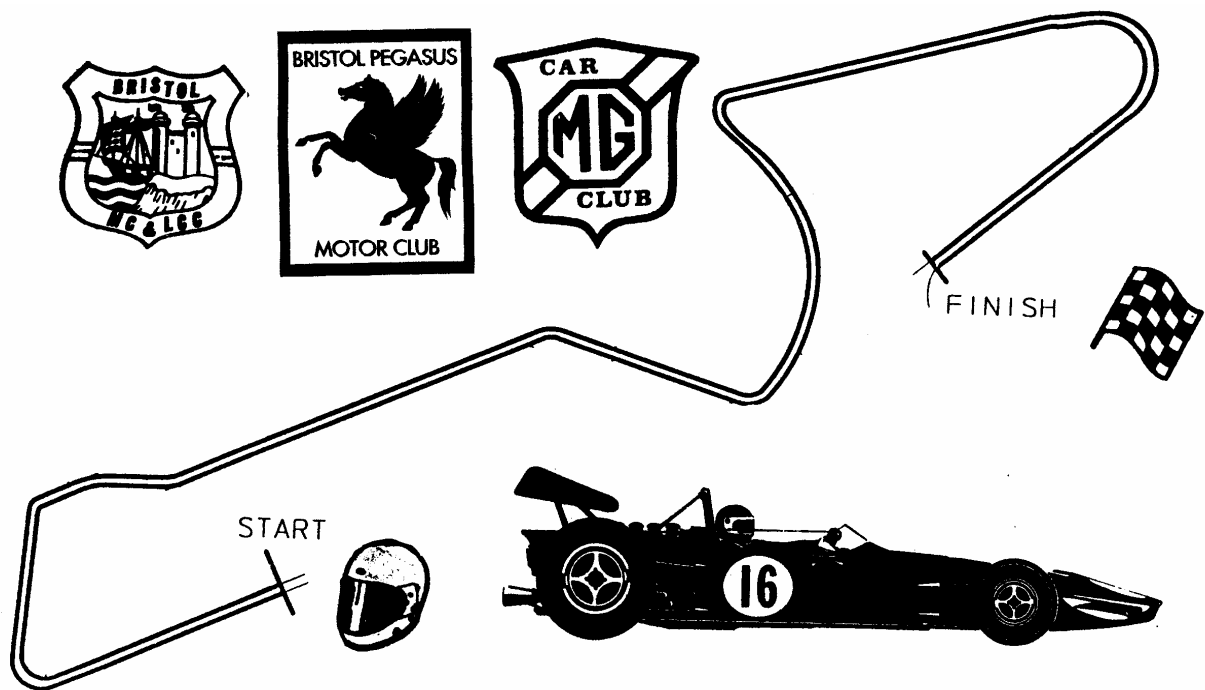


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# BACKFIRE

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APRIL 2001



APRIL

MONDAY 9<sup>TH</sup>

GEOFF KERSHAW TALK

SUNDAY 29<sup>TH</sup>

INTERCLUB KARTING

MAY

MONDAY 7<sup>TH</sup>

WESSEX SPRINT

# *Turbo Talk*

Turbocharging  
Performance & Competition  
Car Engines

*by*  
Geoff Kershaw

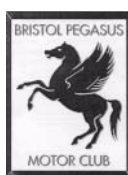
Managing Director of Turbo Technics Ltd.



**8pm Monday 9<sup>th</sup> April**

at

The Wheatsheaf, High Street, Winterbourne.



*The Bristol Pegasus Motor Club supporting St. Peters Hospice*

[www.bristolpegasus.co.uk](http://www.bristolpegasus.co.uk)

INTER CLUB OUTDOOR

KARTING 2001

Sunday 29<sup>th</sup> April – Castle Combe



The 3<sup>rd</sup> Annual inter-club Karting Challenge takes place on the 29<sup>th</sup> of April 2001.

Paul Draper is interested in hearing from anyone interested in an endurance karting event – cost around £15. Contact Paul on 01454 619163. The honour of the Club is as stake !

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WESSEX



*Sprint*

*Colerne Airfield – Monday May 7<sup>th</sup> 2001*

*Despite the Foot & Mouth outbreak we are still very hopeful of being able to run on the 7<sup>th</sup> with no problems.*

As always we need lots of marshals – this is also the only way to get to see the action at Colerne, – If you can help marshal contact Bob Hart on 0117 9362587 (W) or 0117 9409772 (H) – no experience necessary as plenty of advice and experienced marshals will be on hand.

Jointly organised by ourselves, the MGCC and Bristol Motor Club the Wessex is the first sprint of the year at Colerne. The entry list is filling up quickly and closes on 16<sup>th</sup> April – contact Bruce Morgan on 01275 790855 for Regs.

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## Fantasy F1 2001 Entries

Name	Driver 1	Driver 2	Team 1	Team 2	Engine	Cost
Alan Spencer	Coulthard	Trulli	Benetton	Sauber	Honda	76
Alison & Josh Bennet	Panisis	Verstappen	Ferrari	Minardi	Mercedes	79
Alison Emsley	Alesi	Panis	Benetton	Williams	Ferrari	80
Andy Moss	Coulthard	M Schumacher	Arrows	Minardi	Asiatech	77
Ann Farrow	M Schumacher	R Schumacher	Arrows	Benetton	Cosworth	80
Arthur Tankins	Coulthard	Fretzen	Benetton	Prost	BMW	79
Bob Hart	Trulli	Verstappen	Arrows	McLaren	Honda A	80
Chris & Sam Bennet	Hakkinen	Trulli	Jaguar	Minardi	Ferrari	79
Chris Bate	Panis	Trulli	McLaren	Prost	Honda	80
Chris Morgan	Button	Trulli	Arrows	McLaren	European	80
Dave Cutcliffe	Bernoldi	Panis	McLaren	Williams	Asiatech	80
Dick Craddy	Panis	M Schumacher	Arrows	Williams	Ferrari B	79
Donny Allen	Montoya	Panis	Ferrari	Jaguar	Asiatech	78
Gill Williams	Montoya	Verstappen	McLaren	Minardi	BMW	80
Jeff Spencer	Barrichello	Coulthard	Arrows	Jordan	Ferrari B	79
Kieron Winter	Panis	Raikkonen	Ferrari	Minardi	Mercedes	80
Liz Baker	Barrichello	Trulli	Arrows	McLaren	Ferrari B	80
Liz Moss	M Schumacher	Verstappen	Arrows	Benetton	Mercedes	79
Lucy Manning	Montoya	M Schumacher	Benetton	Jaguar	Ferrari B	78
Mal Allen	Button	Panis	Arrows	McLaren	Ferrari B	79
Martin Baker	Button	M Schumacher	Benetton	Prost	Asiatech	80
Martin Emsley	Ber	Trulli	McLaren	Minardi	Ferrari	80
Matthew Watts	Alonso	Coulthard	Jaguar	Jordan	Ferrari A	79
Mike Baker	Heidfeld	Fretzen	Bar	Sauber	BMW	79
Mike Marsden	Fretzen	Montoya	Benetton	BAR	Mercedes	80
Patrick Williams	Panis	Raikkonen	Ferrari	Minardi	Mercedes	80
Pete Stowe	Panis	Trulli	Arrows	McLaren	BMW	79
Rex Meaden	Barrichello	Montoya	Arrows	McLaren	European	80
Tim Murray	Barrichello	Panis	Arrows	Ferrari	Ferrari B	79
Tom King	Fretzen	R Schumacher	Benetton	Jordan	Honda	80

### CHAMPIONSHIP WINNING MODSPORT MARCOS

Ex Jonathan Palmer/Richard Gamble V8. 10k rebuild. Modular composite lightweight body, splier/Intermediate splitter, side skirts, rear venturi, stiffened chassis, 300BHP (at wheels) John Bales V8 Rover engine -19 races only, dry summed, quadruple 40DHLA Dellorto cards, 5 speed Thompson close ratio box, LSD, fully fabricated rosejointed suspension, 4 pot calipers, 10j front/14 rear wheels with Avon slicks, wets, ATL bag tank (Kevlar boxed), twin red top fuel pumps, carbon fibre inner panels, brake bias, full RAC regulation rollcage, BF Goodridge Aeroquip hoses, 2 stainless steel exhaust systems (race/testday), full fire system, currently fitted with passenger seat and full harness, custom built rad, swirl pot etc and all new instrumentation, interior, dash. Complete with 4 wheeled trailer. Arguably the most successful Racing Marcos ever which is still ultra-competitive today! A very reluctant sale. £20k / Offers May part ex road car/Superbike & cash adjustment.

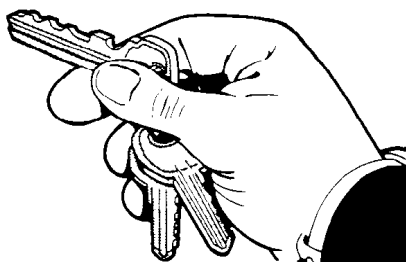
### MARCOS 3 LITRE VOLVO G. T. 1971

Mid-chrome yellow. Owned for over 25 years. Race & Sprint winning car, fully road legal and tax exempt. Full Roll Cage. Triple 45 DCOE's. 'Fast road' cam. LSD plus spare axle. Full Harnesses. Twin Stainless Steel exhaust system. Modified suspension. Aeroquiped, Sunshine roof etc. This car has not been in use for 5 years so will require some tidying in order to bring it back to its original perfect condition. All electrics have been refurbished. The Braking system has been overhauled ie: new Master/slave cylinders, Aeroquip flexes, Replacement calipers and pads. As you can imagine this is an extremely reluctant sale!

Offers (substantial please!)

Ken Churchill.  
Tel: 01454 880924  
Mob: 07968 534515





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## **Chairmans Chat**

**By Kieron Winter**

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### **Dale Earnhardt**

I have followed NASCAR racing after seeing a race in 1984, with no access to Satellite or Cable TV this has to be done via the motoring magazines. Several years ago I used to visit North Carolina on work and one of the people I visited was also a NASCAR fan. Being a "good old boy" his favourite driver was "The Intimidator" Dale Earnhardt, and he presented me with a "Goodwrench Racing" baseball cap, this being the team that Dale drove for. Therefore I have

followed the fortunes of Dale over the years and seen him win the Championship seven times.

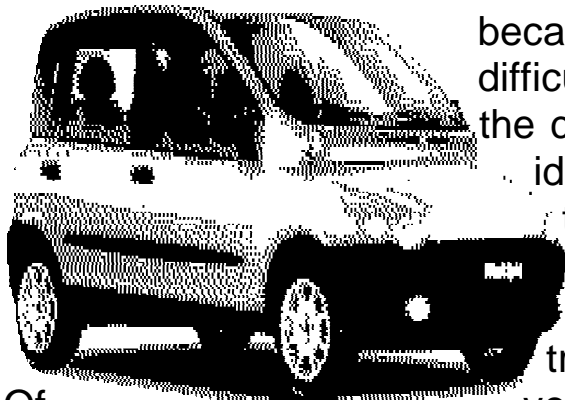
Going to Florida on holiday in February I had the opportunity to watch the Daytona 500 on TV. The race was very close, but with 25 laps to go there was a massive accident, cars hit the wall, one flipped through the air and landed on top of another, in all 19 cars were involved. The race was red flagged, but incredibly no one was hurt. The final sprint to the line was very close with Michael Waltrip (driving a Dale Earnhardt Inc car) winning his first race in 463 starts, as his brother was one of the TV commentary team it was all very emotional. Almost unseen was an accident on the final lap which involved Dale Earnhardt, he hit the wall after clipping

another car. When shown the action replay it did not look too serious. The TV broadcast finished with no news of Dale. Later that evening the news was released that he had died in the accident. This was a shock to me having just watched the race. The story was the lead on every news channel and sports channel (and there a lot of them in the USA) that evening and the following day. Daytona Raceway and his home in North Carolina became places of pilgrimage with fans leaving flowers and momentous. Driving around Florida I saw cars carrying the Number 3 (Dale's race number) flags and even spraying number 3 on their cars. I was wearing my hat and was complemented by one man !.

This was the main story for the rest of the week, his memorial

service was broadcast live on TV and within a week the news stands had special tribute issues of magazines to commemorate Dale. However the show must go on and the following week the race at Rockingham was won by Steve Park driving a car owned by Dale Earnhardt Inc.

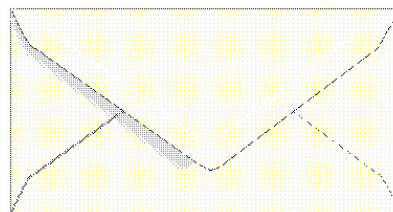
## Ugliest Car Competition



Of the current crop of new cars I think the Fiat Multipla is the ugliest,

closely followed by that Japanese (Daihatsu ?) car that looks like Postman Pat's van. However I think I have now seen something that must take the accolade – The Pontiac Aztek. Most of the ones that I saw were bright yellow with black bumpers, in fact they looked like overgrown Tonka toys. I hope that the Editor can find a picture on the internet to show you because I find it difficult to describe the car and I have no idea what was in the designers mind or what market they are trying to corner. If you know of anything uglier then let me know !.

## **Competition Secretary Report**



Regulations for the Wessex Sprint at Colerne on 7th May are now available. If you would like a set then please contact Kieron Winter.

The Club has also accepted an invitation to The Boscombe Down Sprint to be held on Sunday 22 July. Again regs are available from Kieron Winter.

### ***Backfire***

As always we are looking for contributions for Backfire send them to 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.

You can also e-mail articles to [andy@moss.ndo.co.uk](mailto:andy@moss.ndo.co.uk)

Visit The club Web Site is at

**[WWW.BRISTOLPEGASUS.CO.UK](http://WWW.BRISTOLPEGASUS.CO.UK)**

*To be added to the club E-mail list send a request to the e-mail address above*

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## **Foot & Mouth Disease**

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The recent outbreak of Foot & Mouth Disease has had an impact on Motorsport in the UK. The MSA has suspended the Permits for all events that use the public highway as part of the competition and events which commonly take place on or near agricultural land. This has hit Rallies, Trials, Off Road, Autocross and Autotests.

Our own Nav Ex to be held on 2nd March was postponed and will now be held in the Autumn. It is too early to know the impact upon future events, but as I write this the disease is still spreading and therefore events in April must now be in doubt. We will update members as information is known.

Those with long memories will know that Motorsport was affected in 1967 during the last outbreak, this saw the RAC Rally being

cancelled (in fact the first stage was run in front of the TV camera's).

Latest MSA Statement is below

### **THE IMPACT OF FOOT & MOUTH ON UK MOTOR SPORT (30/03/2001)**

Over 300 motor sport events have been postponed or cancelled due to Foot & Mouth disease since Motor Sports Association (MSA) restrictions were introduced on 28 February.

Hardest hit have been rallies, with 128 events postponed or cancelled – including the opening two rounds of the 2001 British Rally Championship – followed by off road motor sport (80 events), autotests (28) and trials (27).

Despite MSA allowing events at permanent venues to run normally (subject to local conditions), 30 kart race meetings and 16 car race meetings have already been called off.

The overall effect is that only 14% of the 367 motor sport events scheduled to take place in March will actually run on their intended dates.

MSA Director of Sporting Services Colin Hilton said: "Motor sport is one of this country's most successful industries and the continuing crisis is hitting all of us very hard.

"It affects not just competitors and organisers, but also companies who supply motor sport 'consumables', such as tyres and brake pads, and many organisations outside the sport who normally benefit from it, such as the hotels, shops and garages in the area of each event.

"However, it is clearly in everybody's interests to eradicate the virus as soon as possible and we accept that motor sport must continue to play its part in the national effort."

## Inter Club Calendar 2001

### **Bristol Motor Club / Bristol Pegasus Motor Club / MG Car Club (SW)**

The idea of sharing a selected number of competitive events between the three clubs who have a long association at Colerne is seen as a simple way of providing worthwhile entries which in turn encourages organisers to commit the effort required in anticipation of good support.

The events requiring an MSA permit will be run as a Clubsport grade event (this allows two invited clubs plus the organising club for specified types of event).

The events selected for 2001 are

<b>Date</b>	<b>Event</b>	<b>Organising Club</b>
18 March	Autotest	BMC
29 April	Go Karting	BMC
22 July	Grass Autotest	BMC/BPMC
12 August	P C Trial	MGCC
30 September	Autotest	MGCC/BPMC
14 October	P C Trial	BPMC

If this initiative is successful, we will extend the scope in 2002 to include a Navigation Scatter and possibly a 12 Car Rally.

However, success will not be achieved if club members do not respond positively and are encouraged by each club to do so. If you have not entered one of these events in recent times do give at least one a try this year.

I am acting as co-ordinator and I will keep in touch with each clubs Competition Secretary and event Organisers in order to ensure that the events are held as planned.

Regrettably, I understand that the 18<sup>th</sup> March Autotest which would have been organised by Allen Harris has been cancelled because of the Foot and Mouth problems.

I can be contacted on

Tel: 01454 414842

e-mail [craddy@old-down.freeserve.co.uk](mailto:craddy@old-down.freeserve.co.uk)

Fax: 01454 281906

See you there – Dick Craddy