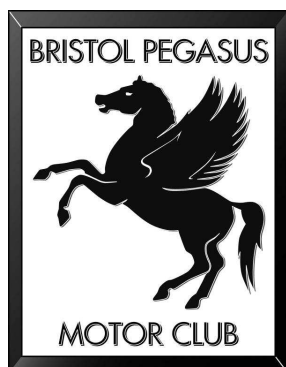


# Backfire

April 2003



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

Cover : Castle Combe Karting  
See inside for further details of this years event

Photo : Andy Moss

# Backfire

## The Bristol Pegasus Motor Club April 2003

### April Events

#### Sunday 6th Production Car Trial

We are organising a Production Car Trial at our new venue near Dundry. The event is organised by Alan Spencer and Mal Allen, and with a course layout designed to be non-damaging will be suitable for most cars ( with the exception perhaps of anything **very** low to the ground ). Start time is 1pm – for further details contact Mal on 01761 470277 or Alan on 0117 9712587. Please let them know if you intend to enter so they know how many people will be coming.

#### Karting – Sunday 13<sup>th</sup> April

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. For more information contact Paul on 01454-619163 or e-mail [paul.pantera@blueyonder.co.uk](mailto:paul.pantera@blueyonder.co.uk)

#### Monday 14th Club Night

Join us at the Wheatsheaf for a Motoring and Motorsport Quiz, come along and join in or just have a beer and a chat - from 8.30pm

### Competition News

#### Wessex Sprint

#### Monday 5th May

If you have not already sent your entry in for the Wessex you will need to Hurry as the entry list closes on the 14<sup>th</sup> April. Regs from Bruce Morgan on 01275

790855.

#### BPMC/BMC Llandow Sprint

#### Monday 26th May

We now have copies of the Regs for the Llandow Sprint on Monday 26<sup>th</sup> of May. 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 contact entries secretary Alan Want on 01275 848736 or e-mail [alan.want@btopenworld.com](mailto:alan.want@btopenworld.com).

#### Sprint Marshals

As always we need lots of marshals both at Colerne and Llandow – at Colerne this is the only way to get to see the action, If you are interested contact Bob Hart on 0117 9409772 (home) - there should be time to have a good look around the paddock at lunch time and a food voucher will be provided.

#### Sunday 18th May - BMC Solo

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. A low cost event that was enjoyed by those who entered last year. Details from Allen Harris 0117 9421204.

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](mailto:john_e_f_corfield@hotmail.com)

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.co.uk](mailto:backfire@bristolpegasus.co.uk) Fax (0870)139-2108 - Club Website [WWW.BRISTOLPEGASUS.CO.UK](http://WWW.BRISTOLPEGASUS.CO.UK)

# FORTY YEARS AND MORE WITH MOTOR CARS

By Richie Devall

## Part 1

My first driving experience was helping my uncle with hay making when I was allowed to drive his little grey Ferguson tractor towing the hay trailer, I suppose I would have been 12 or 13 at the time (1956). He stood on top of the pile of hay on the trailer while a couple of helpers threw pitchforks of hay up to him to stack on the pile. This meant stopping and starting a lot and as my clutch control was not too good he would often get thrown over which usually provoked a bit of strong language. I spent many hours on his farm driving the tractor whenever he let me, and he used to pay me.

The first chance in a car was at the age of 16 driving a friend's early 30's Morris Minor tourer on Cannock Chase close to where I lived, this had the accelerator in the centre between the brake and the clutch. Once I had my provisional licence I went on the road in the same friend's Morris 8 which had so little power that the passenger had to jump out and push up the hills while the driver kept his foot down. As well as that the SU pump was a bit unreliable and when the engine started to stutter the passenger had to open his door, which opened backwards, and kick the side of the bulkhead to get the pump working again. My friend sold the car for £18 and saw it a few days later travelling

quite quickly with no problem, apparently the chap who bought it had adjusted the choke cable so that the choke went right in! After that I had a few lessons with an instructor in a Mini and passed my test in 1962.

I was the first person in my family to have a car and I bought a 1934 Austin Seven in 1961 for £3-10s from a fellow apprentice, with reputedly a broken halfshaft and rusty bores due to the



cylinder head being left off for some time. The car was in the 'scrap yard' at the apprentice halls of residence which was about 10 miles from where I lived so I borrowed my uncle's tractor and trailer to fetch it. I spent a year or so working on it in an asbestos clad garage in a field at my uncle's with the only power tool being a small Wolf Cub electric drill. The broken halfshaft turned out to be a sheared woodruff key in a rear hub and after sanding the bores with emery cloth and putting the head back on the engine ran OK. The exhaust was a length of copper central heating pipe, I don't remember there being a silencer. I used lots of pop rivets, aluminium sheet and body filler and spent hours painting it bright red with Valspar. Once on the road driving it was a bit of a challenge as it used to wander all over the place, the

cable brakes were terrible and the passenger door used to fly open at random especially on right-hand corners. The gear stick broke off several times and I used to carry a mole wrench for those emergencies. (I've still got the mole wrench) The brakes were so bad that you did not dare follow another car too closely unless there was space up the inside for you to dive into should they stop too quickly. A friend who knew a bit about Austin Sevens helped me sort the steering problem which was due to a worn bearing where the front axle location arms fastened to the chassis and after that it was much better. Power was a bit of a problem, if you were alongside a bus when it started to pull away you had to let it go as it had better acceleration. I lowered the driving seat and moved it backwards and had 19 inch wheels on the back and 17 inch on the front, I think the tyres were 3 inches wide or so. I thought I was really cool although I scared myself a few times on corners. The rear springs were quarter elliptical sticking out of the back of the chassis rails and when the body rolled, which it did a lot, the back axle steered

wiping an innocent cyclist coming the other way off his bike as I veered backwards and forwards across the road.

With the help of the Apprentices Engineering School I rebuilt the engine and fitted an alloy cylinder head. There was quite a loud rattle from the engine at high revs (4500?) which I was reliably informed was the middle two pistons hitting the head because of the flexing of the 2 bearing crank. The lubrication system which was known as 'spit and hope' was via jets that sprayed oil at the crankshaft webs which had cut-outs to catch the oil and oil ways feeding the bearings, hot oil pressure was only 2 or 3 psi! The crankshaft was carried in, I think, a roller bearing at one end and ball bearing at the other.

My girl friend at the time, now my wife, and I went to Butlins at Clacton in the car in

1963 in convoy with a friend in his MG J2, he had to wait for us quite a lot. It was the first journey I had done over about 10 miles and it took us 12 hours, but we did get there.



1936 Austin Nippy

to give loads of oversteer and I remember a few times lurching from side to side after a corner frantically trying to control the car. I never turned it over but on one occasion was inches away from

As part of my apprenticeship I worked at Sizewell Nuclear Power Station and with the money I made I bought a 1936 Austin Seven Nippy for £100. The car was immaculate from the bodywork point of view but very poor otherwise so I scrapped the saloon and put most of the mechanical bits on the Nippy. The eyes in the axle where the kingpins fit were very worn and my father enlisted the help of a tool maker friend to make some oversized kingpins and a special reamer to sort the problem. The car had a hood but no side screens and we went to a race meeting at Mallory Park one Easter Monday and on the way back it snowed heavily and the car filled with

snow. The windscreen was hinged at the top and I used to drive most of the time with it open with my cap pulled down to keep the flies out of my eyes. (I've still got the cap) The tyres had so little grip that you could slide the back end at 30mph on a dry road which was great fun but in the snow it could go up hills that no one else could. At the time I could not understand why people bought cars with fixed roofs, now it's the other way round, I can't understand anyone buying an open car. I sold the car in early 1966 for £110 to a car dealer from Lancashire who wanted to put it in his showroom window.

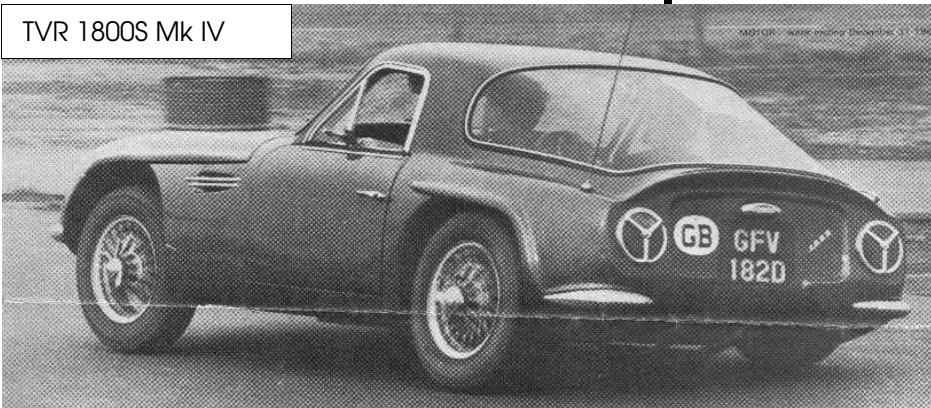
After that I shared my girlfriends Fiat 500 which she had bought new in 1964 for £399 which was £100 less than a Mini. We got married in September 1966 and used the Fiat until we bought the TVR.

In late 1967 we bought a 12 month old TVR for £985 which was about what I was earning at the time. We had just bought our first house and whereas some of my fellow ex-apprentices, who

owner of TVR, Arthur Lilley. I remember being terrified driving the car back from Cambridgeshire with my wife in the Fiat 500 having to wait for me, but I soon got used to it. The exhaust note was fantastic and we used to seek out narrow streets in our home town, Stafford, and drive with lots of revs on just to hear the sound. The car was quicker than an MGB as it was a lot lighter but was no where near as fast as a Ginetta G4 with a 1340 Ford engine owned by the son of a local furniture store owner and since then I have always fancied a G4. The official 0 to 60 time for the TVR was 10.9 secs and claimed top speed was 112 mph which was pretty quick for the time. We only kept the car for a year but got through a couple of sets of replacement hardy spicer joints for the drive shafts which operated through a larger angle than they liked. The wire wheels were a pain as they would slop about on the splines which was apparently due to their being over tightened at some time. I tried to sell the car privately but ended up trading it in to a TVR dealer in Cheshire in part exchange for a much cheaper

MG 1100 saloon. Owing the car for a year cost about £500 which was about half a years salary! - even so I never ever regretted it, fortunately neither did my wife.

TVR 1800S Mk IV



had also bought houses, were buying new 3 piece suites, dining room suites, etc. we bought second-hand stuff and a TVR. Right choice I am sure. The car we bought was a MkIV 1800S which had an MGB engine and was the actual road test car that featured in the December 31, 1966, edition of 'Motor'. We bought it off a friend of Martin Lilley, son of the

Since then the main family transport has been sensible cars. The MG was replaced in succession by a Saab 96, a new Saab 95 Estate which we kept for 10 years, a Saab 99 and a Saab 900 and then it got really boring with Rovers for a few years.

Continued next month

**Marshall's Championship ( upto March Nav-Ex )  
Results Prepared by John Corfield**

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

**Marshall's Championship ( upto March Nav-Ex )**

	<b>TOTAL POINTS SCORED</b>	<b>ENTRANT</b>	<b>'POINTS SCORED' POSITIONS</b>	<b>NUMBER OF EVENTS</b>
1	2	Andy Rigler	1	1
2	2	Dick Craddy	1	1
3	2	Tim Murray	1	1

## Bristol Pegasus Motor Club Fantasy F1 2003 - The Entries

Name	Driver1	Driver2	Car1	Car2
Alan Spencer	Coulthard	R Schumacher	Jaguar	Toyota
Alison/Josh Bennet	Coulthard	R Schumacher	BAR	Minardi
Alison Emsley	Button	M Schumacher	Jaguar	Jordan
Andy Moss	Button	Webber	McLaren	Renault
Arthur Tankins	Trulli	Webber	Ferrari	Minardi
Chris/Sam Bennet	Fisichella	Firman	Jordan	Mclaren
Chris Lewis	Button	Coulthard	Renault	Toyota
Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault
Dick Craddy	Frentzen	M Schumacher	BAR	Toyota
Donny Allen	Heidfield	Verstappen	Sauber	Williams
Elisabeth Lewis	Montoya	Panis	Renault	Minardi
Jeff Spencer	Button	Coulthard	McLaren	Toyota
John Page	Alonso	Villeneuve	Ferrari	Toyota
Judith Bird	Button	Panis	Jordan	Renault
Kieron Winter	Alonso	Pizzonia	McLaren	Williams
Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota
Liz Moss	Coulthard	Fisichella	BAR	Jordan
Louella Holsman	M Schumacher	Wilson	Minardi	Renault
Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota
Mal Allen	Button	Firman	BAR	Ferrari
Mark Elvin	Raikkonen	Webber	Toyota	Williams
Mark Williams	Firman	Panis	Ferrari	Jordan
Martin Baker	Alonso	Heidfield	Ferrari	Jaguar
Martin Emsley	Heidfield	Panis	Ferrari	Minardi
Mary Craddy	Alonso	R Schumacher	Jaguar	Mclaren
Matthew Watts	Alonso	Barrichello	BAR	Renault
Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota
Paul Bird	Heidfield	Firman	BAR	Ferrari
Pete Stowe	Alonso	Montoya	BAR	Mclaren
Steve Conner	Button	Firman	Ferrari	Minardi
Tim Murray	Alonso	Villeneuve	Ferrari	Toyota

Please check your entry – if there are any mistakes or your entry is missing please contact Andy Moss or Tim Murray



## Market Place

Motoring related adverts free for club members – send to the Backfire editor

### Tyres For Sale

Four 195/55/15 Yokohama A48R  
One sprint only ( as new ) Road legal  
tyres, great for Sprints / Hillclimbs /  
Trackdays. Tel John - 01934 424737  
Evenings / 07811 140325 Day

## 2003 Calendar

### Note – date change for Karting

Apr		
Sun	6th	Production car Trial
Mon	13th	Club Night
Sun	13th	Karting Challenge
May		
Mon	5th	Wessex Sprint
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**  
**APRIL**  
**Quiz Night**  
**Motorsport & Gen-**  
**eral Knowledge**

### 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.

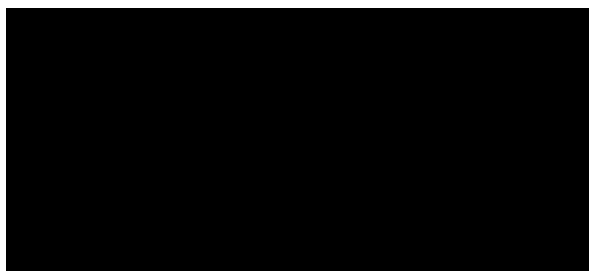
### Castle Combe Endurance Karting Challenge 2002

The 5<sup>th</sup> Annual inter-club Karting Challenge takes place on the 13th of April 2003.

The event will use the outdoor Kart circuit at Castle Combe.

Cost is just £25.

If you want to take part contact Paul Draper on 01454 619163.



The honour of the Club is as stake !