

Backfire

September 2002



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

Photo : Top Twelve Run off paddock at the
Two Club Sprint Colerne 2002

Backfire

The Bristol Pegasus Motor Club September 2002

September

Monday 9th Club Night

Regular meeting at the Wheatsheaf Inn Winterbourne Bristol. An informal evening with the chance for a beer and a chat. From 8.30pm.

Sunday 29th Autotest

The MG Car Club (South West Centre) and the Bristol Pegasus Motor Club will organise a Clubsport Autotest at the Rolls-Royce main car park, Gypsy Patch Lane (B4057), Patchway, Bristol. This is a fun event - All competitors must only produce a valid Club Membership Card - A Competition Licence is NOT required.

For further details contact Mr J P Delafield, Rufton, Old Hill Lane, Stinchcombe, Dursley, Glos. GL11 6PS. Tel: 01453 544497 (evenings). Entry forms will be available from the club web site at www.bristolpegasus.co.uk or send a

Backfire

As always we are looking for contributions for Backfire
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backfire@bristolpegasus.co.uk

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Club Website

WWW.BRISTOLPEGASUS.CO.UK

S.A.E to Andy Moss at the backfire address below.

October

Monday 14th Club Night

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.

Regulations are now available for the event from Kieron Winter on 01275 373363 and as well as on the club website at www.bristolpegasus.co.uk. The closing date for entries is 28th September, as the event is always popular, please get entry forms returned as soon as possible.

Friday 25th Nav Ex

15th July Treasure Hunt Report

When we (Judith) and I, were asked to set this treasure hunt, we thought it would be rather nice to start out at Castle Combe. Excellent idea or so we thought. Trouble is, the approaches to/from CC contain long stretches of road with absolutely no treasure hunt suitable stuff at all, short of asking crews how many rocks there were in a dry stone wall, we had to change the route. Oh well, time to try a well trusted start point of the rest/toilet area on the A46 by junction 18 of the M4.

Of course this particular rest area does have a bit of a reputation as being a sort ofrendezvous for.....well.....gay men really! So come treasure hunt time the crews were dispatched in due course leaving the organisers plus 16 year son to observe the comings and goings.

All in all, suffice it to say, we didn't wait too long to see if any latecomers were going to turn up. Any way, the

crews departed back across the M4 to spend 5 minutes travelling through Tormarton with a short jaunt through to Dyrham and then Hinton, Abson, Pucklechurch, Parkfield, Henfield ending up at the Langley Arms in Emersons Green. After 25 minutes or so, crews were still milling around Tormarton village, leaving the organisers with a nagging doubt that we had got it wrong and made it too difficult.

We decided to retire to Bird Mansions, deposit the car in the garage and then walk the short distance to the finish pub, which just happened to be our local, strange that huh! The crews all managed to find the pub which unusually on a treasure hunt was in the middle of a housing estate, and all questions were answered by at least one crew with a good spread of points to separate first from last.

Disposal some motoring related prizes to the top 3 crews rounded off a generally well received event. Thanks to all those who attended.

Paul, Judith and Lewis.

15 th July 2002 Treasure Hunt Organised by Paul and Judith Bird			
Team No.	Names	Score	Position
1	M. MARPLES/M. ASTIN	98	7
2	THE SPENCERS	117	5
3	C. GOODCHILD/E. CLIFFORD	118	4
4	M. EMSLEY/ S. WEBB	120	3
5	M. BAKER/K. WINTER	113	6
6	MIKE BAKER/LIZ BAKER	126	2
7	A. MOSS/J.COREFIELD	134	1

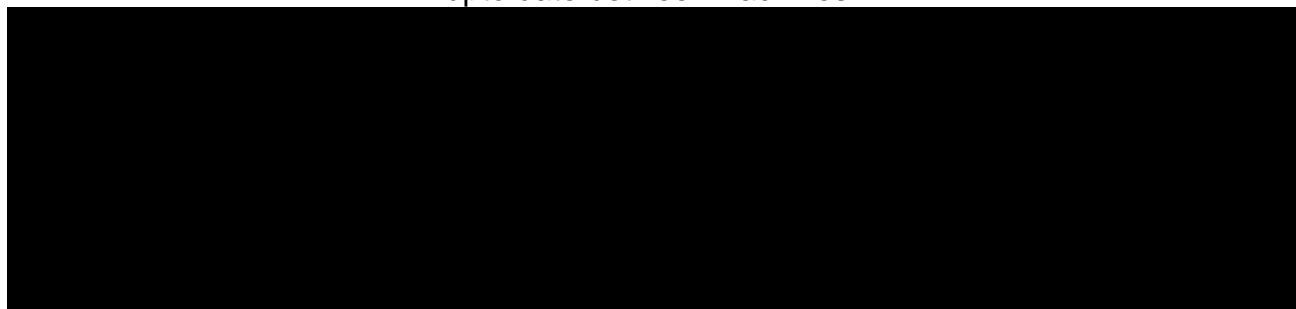
Bristol Pegasus Fantasy F1 2002

(positions after Belgian 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	762.5
2=	Dave Cutcliffe	M Schumacher	Yoong	Williams	Minardi	Asiatech	733
2=	Martin Emsley	M Schumacher	Yoong	Williams	Minardi	Asiatech	733
2=	Matthew Watts	M Schumacher	Yoong	Williams	Minardi	Asiatech	733
5	Martyn Davies	Montoya	Heidfeld	Williams	Sauber	Ferrari '01	705.5
6	Patrick & Gill Williams	Heidfeld	Yoong	Ferrari	Minardi	BMW	699
7	Paul Wiese	Montoya	Salo	Williams	Renault	Ferrari '01	681.5
8	Caroline Meaden	Barrichello	Sato	Williams	Sauber	Mercedes	680
9	Mark Elvin	Montoya	Heidfeld	Williams	Toyota	Renault	676.5
10	Alison Emsley	Heidfeld	Panis	Williams	Sauber	Ferrari	673
11	Elisabeth Lewis	Montoya	McNish	Williams	Renault	Renault	672.5
12	Steve Webb	Heidfeld	Fisichella	Williams	Toyota	Ferrari	671
13=	Alison & Sam Bennett	Barrichello	Fisichella	Williams	Arrows	Mercedes	668
13=	Jeff Spencer	Barrichello	Fisichella	Williams	Arrows	Mercedes	668
15	Chris Bate	Montoya	Salo	Williams	Sauber	Ferrari '01	667.5
16	Andy Moss	Raikkonen	Montoya	Williams	Minardi	Toyota	651
17	Lucy Manning	Barrichello	Salo	Williams	BAR	Renault	620.5
18	Pete Goodman	Montoya	Villeneuve	Williams	Arrows	Honda B	616.5
19	Tom King	Barrichello	Montoya	Jordan	Minardi	Mercedes	606
20	Helen Davies	M Schumacher	Heidfeld	Sauber	Arrows	Ferrari '01	593.5
21	Mary Craddy	M Schumacher	Heidfeld	Renault	Arrows	Toyota	587
22	Bill Farrow	M Schumacher	McNish	Renault	Toyota	Ferrari '01	584.5
23	Martin Baker	M Schumacher	Heidfeld	BAR	Toyota	Ferrari '01	576.5
24	Arthur Tankins	Fisichella	Villeneuve	Williams	BAR	BMW	571
25	Dick Craddy	Montoya	Massa	McLaren	Renault	Asiatech	556
26	Liz Moss	Button	Verstappen	Ferrari	Arrows	Cosworth B	553.5
27	Chris Lewis	Button	de la Rosa	Williams	Jaguar	BMW	551
28	Lisa Taylor	M Schumacher	McNish	Sauber	Toyota	Toyota	550
29	Rex Meaden	Barrichello	Panis	McLaren	Renault	Ferrari '01	532.5
30	Mark Williams	M Schumacher	Bernoldi	Sauber	Toyota	Cosworth B	531.5
31=	Liz Baker	Coulthard	Salo	Williams	Arrows	Ferrari '01	527.5
31=	Mike Baker	M Schumacher	Salo	BAR	Arrows	Ferrari '01	527.5
33	Pete Stowe	Heidfeld	Panis	McLaren	Renault	BMW	493
34	Kieron Winter	Heidfeld	de la Rosa	McLaren	Renault	BMW	489
35	Chris & Josh Bennett	R Schumacher	McNish	McLaren	Sauber	Asiatech	435
36	Alan Spencer	Coulthard	McNish	Jordan	Jaguar	Toyota	267

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



Long Way Away

Part 1

By Martin Emsley



South Africa, now what did I know about Motorsport there? Not a lot really, probably Kyalami and Jody Scheckter sum it up. In their wisdom the company sent me to Johannesburg in August to carry out some training, not that I minded. Little did I realise how much fun it would be, Dave Bray had already made the people there aware of my 'interest' in cars and racing and I was extremely well looked after.

The hotels were awesome; food splendid, Lion Park and local craft

fairs fascinating and because of a very favourable exchange rate everything 'cheap'. But, it is cars you are interested in I guess.

Neil Dunnercliffe is an engine test engineer, racecar mechanic extraordinaire and a great guy to boot. It was Neil who looked after me on the car front. On my third evening there Neil collected me from the hotel to go and see some race cars, now in S. A. there is a lot of security and we duly arrived at a rather nice 'mansion' where I met a delightful, amiable fellow; Franco Di Matteo. In his garage was simply the most superb Ferrari 308 GTBi, boasting a lovely strident V8 which they maintain themselves, we are talking seriously skilled men here. I got to sit in it, very comfortable, the obligatory pictures taken, and no I did not want to get out, however there was better to come.

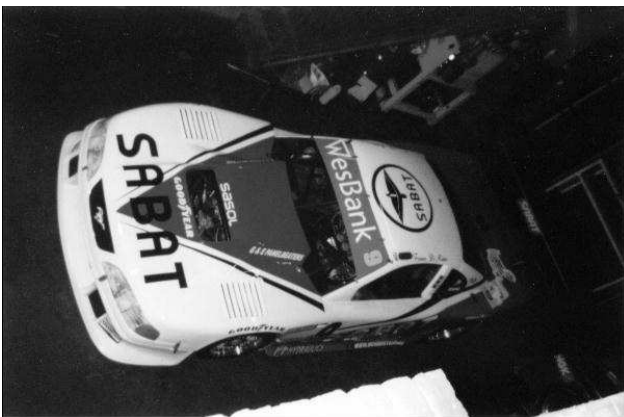


We took a short trip to the 'playroom' a unit on an industrial, where Franco disarmed the alarm and security devices. We stepped into a kind of paradise; there was the Mustang racecar, an Alfa racer, karts, equipment, moulds and a large Merc. Service van. The whole thing

maintained just for the hobby.

The two guys are serious and very interesting racers, I was enthralled. Next door to the unit we were in is Franco's business, props for mines, guess he can slide in to work on the racer if things permit! I still have a theory that South Africa has simply more hours in the day than us judging by the amount they manage to achieve.

The Mustang is an 'IMSA' type car, tough tubular frame, 5 litre V8, on carb. with control gearbox and final drive. It runs in the most powerful S.A. racing series the Wesbank V8 challenge, I believe some of the cars run different 'modern' plastic bodies looking at the poster I have, we are talking real rolling thunder here, just the sort I love.



They are sponsored by SABAT;

South Africa Battery Company and receive support from Goodyear and Valvoline. They run Penske shocks, have discovered how they work, can rebuild them and have built a special rig to test them.

The car was fired up and within the confines of the unit was simply awesome, one of the 'trick' bits the guys are developing is a revolutionary exhaust, I will certainly not divulge their secrets but if they get time to develop it we may see it over here. I believe it may provide a good solution to many peoples' noise problems when using current technology exhausts and it is not restrictive.

The guys explained how they had received little help in sorting the car, doing it all themselves and how difficult it was to borrow stuff from other racers, people now want help from them and well..... They are doing well though, lying 6th I believe in the championship; there is a lot of info on the Wesbank V8 web site. The standard of preparation is extremely high, and did I mention an Alfa? Well yes a 2litre turbocharged Supersaloon that is currently sidelined by a blown engine, a very interesting car too. Altogether amazing, after an excellent coffee at Franco's and a look at some great racing photos we headed back to Neil's house.

He races in the S.A. historic touring car championship, currently with the finest MK1 escort I have seen in years. It is worth bearing in mind that in S.A. you do not buy bits off the shelf, i.e., phone Demon Tweaks,

they make most bits for themselves. Neil is quite a craftsman, the work he has carried out on the Escort and other cars, often in a very short time, is outstanding. The Escort is currently out of action, a new engine is awaiting some expensive bits, again Neil showed me a few of his 'tweaks' some of which may one day be used on the Citroen.

Then followed a beer and look at some of Neil's photos, he has been competing since 1969 in a wonderful variety of vehicles which is fascinating, and as you can imagine knows a fair few people around the sport, this turned out to be an understatement. In my time down there I was certainly very well looked after, all the people I met being very friendly and enthusiastic.

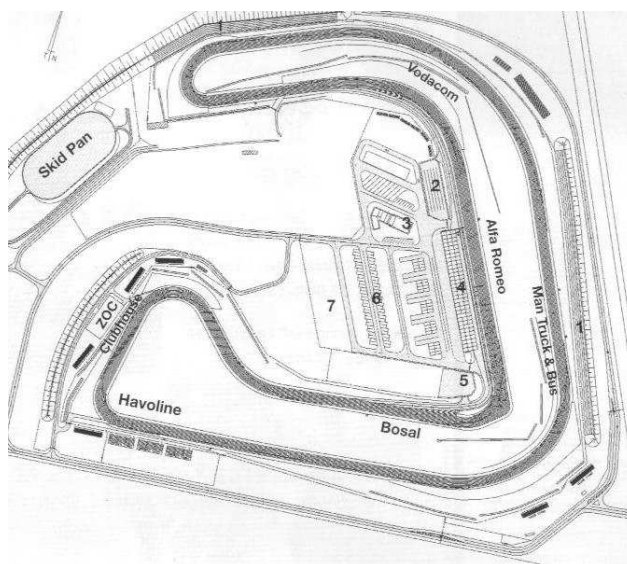
The following evening I moved to a fabulous hotel, difficult to put into words, but 5 star, costing around £60 night, and that evening the Springbok were staying there prior to their game against the Wallabies on the Saturday. En-route we stopped off and had a look at Kyalami race circuit. I was seriously impressed by the changes in gradient and layout though it looked much smaller and more enclosed than I recall seeing it on TV.

Now so far we had clear blue skies, tee shirt and shorts weather, this is the end of their winter, typically the Saturday dawned cloudy, overcast and chilly, rain threatened, a little. Neil and his family picked me up from a 'motorway services' where the company representative had taken me, there I had seen some Lynx kit

cars, similar to Marlins.



They had all been put together to a high standard and I had a chat with the owners after which we headed off towards Pretoria and the Zwartkops raceway.



I couldn't help but think of it as a much twisty Castle Combe, which also went up and down and 2.4km long, About the same length as Combe too. Well impressed with the venue and getting in free courtesy of one of Neil's friends the next surprise was the paddock, neat covered concrete areas and a smashing pit lane with garages, very impressive and privately owned.

Yes I got introduced to the owner,

nice chap who also has quite a collection of vehicles inc. a Lola T70, at the circuit, but not racing. It soon became apparent just how many people Neil knows, now I also know how the Queen feels when she has to shake lots of hands. Everyone very friendly, wanted to chat, opening gambit always seemed to be about the weather and it being just like England, to which I explained it wasn't 'cos it wasn't raining..... yet.

One hell of a selection of racecars; mostly historic saloons, some I never even seen before, single seaters: vee, historic, superkarts, some interesting 'hybrids' and best of all some thundering V8's in the form of SASCAR, basically NASCAR's in South Africa.

Now impressive as they are Franco in his Mustang can lap the circuit some 5secs quicker!! It is worth bearing in mind that the climate is very much kinder to steel than here resulting in some wonderful machinery still being around. We took a real good look at the cars before we started watching the racing and drinking the beer, oh yes, plenty of local lager during the day, and very good it was too. The programme only gives a racing start time of 10.15, apparently if each race had a time and the event ran behind schedule the organisers could be in trouble.

To be continued next month.

“Major M to ground control”

by Martin Emsley

Fact: John Corfield is an extremely generous and trusting man.

Some time ago I mentioned to John that I would very much like to drive his Cosworth Sierra, I think at the time I may just have had the idea of a gentle drive around Combe on a test day perhaps. John's response was surprisingly positive, it was going to be a case of seeing when the opportunity would arise.

The 'chance' turned out to be the Two Club Sprint on August Bank Holiday Monday, a double drive with John, gulp, ok. Well that was going to be something, to drive the 'beast' in competition. Now I had been around Castle Combe in it a few years ago driven, expertly as always, by Martin Baker and had been amazed at the speed, plus I had never driven anything nearly as powerful. It also gave us the opportunity to introduce a newcomer to Sprinting, as I would not be in the Citroen Mark Elvin double drove with Andy Moss, hopefully Mark will recount his sprint experiences in Backfire, he was impressively quick.

Colerne was the ideal venue, plenty of room for when I made a mistake,

when not if, a chance to really get the loud pedal down, with some fairly serious acceleration and terminal speeds. As the ancient proverb says 'the chariot will only go as fast as driver's right foot', or something like that, worth remembering.

Next problem was how to get a little experience before the event; basics, What do the brakes feel like? The steering, how do you get it off the line? What does the acceleration feel like? Can I sit comfortably? These and many more questions. So we went to Colerne to help set up on the Sunday, something we took seriously and not just for illegal practice as someone mentioned. By necessity you need to travel around whilst erecting signs, bales and cones so I drove the car and got a few of the answers. Dave Cutcliffe working on one corner pointed out that if I drove the line I had just trundled around there would be no more Cossie the next day, maybe he had not noticed his car parked bang in the middle of the correct line at that time. Went home, excited yet with some trepidation, what had I let myself in for? My objectives were to not damage the car, or driver, to improve during the day, to drive well within my meagre capabilities and simply enjoy it. Just for good measure tucked a toilet roll into my bag.

Luckily Monday was dry, thank goodness, John had everything well under control, working out seating and changeover procedure after signing on and scrutineering. Convoy runs went well at a decent speed; I at least had an idea about lines and gears. 1st practice run,

butterflies as I came to the line, keep calm, remember how to launch, concentrate. Green light, build revs, feed in clutch and away, wheel spin taking several hundred miles worth of rubber off the new rear Yoko's, sorry John. Concentrate, keep it smooth, on the main straight floored it for the first time, brutal acceleration fantastic. No problems, difficult to take it all in, but really enjoyed it. 2nd practice and start too gentle much better lines and about 5 secs quicker. Over lunch John explained I was changing up too early, could hold forth on the straight and shared some other good hints. Martin Baker, Clerk of the Course, revealed that he expected me to get on an incident report by day end, and promised a 'pint', of what? If I managed to keep a clean slate. Pete Goodman was somewhat more constructive and gave some real good advice and support. Martin and Pete, of course, used to own the 'Cossie' and they developed it to be a mighty fine handling machine, very well sorted, naturally it will bite if you get it wrong or are silly, but it certainly inspired confidence. John had tweaked suspension and tyre pressures early on to suit his driving; I just found it mighty fine.

1st timed run, I messed up the start, corner 1 and the 'new' chicane, simply did not get it together, not enough concentration!! Between runs realised that I was able to think a little more about what was going on instead of just being amazed by the sheer speed also that times took on a little more importance, noticing where other class runners were etc, something I had certainly not

intended. 'Spence' declared that I was now starting to grow horns despite my intention of just having fun. 2nd timed run much, much better; got the new chicane line good, power on early and held it slightly sideways, power on, boost up, before rocketing towards turn 9. Had time to think 'whoa, getting a bit carried away here' such fun, but a good time, right time to stop. I could see clearly where to make up lots of time, but things were going to get closer to the edge. And as with everyone else I desperately wanted another couple of runs.

Fun, Yes certainly, I still have a very wide, silly grin especially when I think about flooring the loud pedal up through the gears on the straight. The

car is truly awesome, and terrific fun, the Citroen will seem very slow now. It got me thinking whilst watching the speed of the single seaters later, that maybe that is possible too, instead of just being gobsmacked, it may come down to experience and skill, with much practice. I kept it on the black top, did no damage, had terrific fun and ended up mid-placed in the class. Happy, you bettcha. Many, many thanks to John for trusting me and giving me the chance to try his'toy', as I said a very generous, trusting and kind man, Thanks John. Postscript: Contrary to Dave Potts comments, I have no intention of 'blagging a double drive with Dave Cutcliffe as some of you may notice there is no way I would fit in the car.



Two Club Sprint 2002

Bristol Pegasus Results

Class A1 - Road Production Cars up to 1400cc

21	Alan Spencer	MG Metro	110.04	109.18	6
25	Andy Moss	Citroen AX GT	103.17	102.70	5
725	Mark Elvin	Citroen AX GT	98.71	96.90	4

Class A2 - Road Production Cars over 1400cc and up to 1800cc

35	David Saunders	Peugeot 205	96.17	96.38	10
36	Paul Bird	Renault 19 16v	93.73	93.06	7
736	Paul Draper	Renault 19 16v	104.01	101.93	12
37	Jonathan Milne	Honda CRX	89.25	88.32	5
737	Mark Roberts	Honda CRX	85.38	85.86	2

Class A3 - Road Production Cars over 1800cc and up to 2600cc

42	Steve Betambeau	Peugeot 205 GTi	Retired		
48	Mark Wright	Vauxhall Calibra	108.41	105.51	15

Class A4 - Road Production Cars over 2600cc

60	Pete Goodman	Subaru Impreza	83.94	82.38	1
61	Mike McBraid	Mitsubishi Lancer	83.91	84.60	2
71	John Corfield	Sierra RS Cosworth	87.83	86.40	4
771	Martin Emsley	Sierra RS Cosworth	93.86	91.16	8

Class B2 - Road Kit Cars and Replica Cars over 1700cc

84	John Mearns	Westfield SEI	82.94	82.78	2
87	Trevor Park	Caterham Vauxhall	86.66	86.58	3

Class C2 - Modified Production Saloon & Sports Cars 1400cc to 1800cc

96	Nick Wood	Alfasud Ti	94.85	Rtd	3
796	Cherry Robinson	Alfasud Ti	105.14	Rtd	6
97	Richie Devall	Davrian Mk8	91.17	89.02	2
797	Pete Devall	Davrian Mk8	88.96	90.46	1

Class C3 - Modified Production Saloon & Sports Cars over 1800cc to 2600cc

100	Paul Perkin	Peugeot 205	84.37	83.39	3
103	James Harris	Opel Manta 400	100.75	98.89	6

Class D2 - Sports Libre cars over 1700cc

117	Ian Hall	Darran T98 GTR	76.16	74.04	1
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Class E2 - Racing Cars over 600cc and up to 1100cc

122	Trevor Hartland	OMS SF1B	79.51	78.42	3
123	Ross Browne	Force 10	76.43	74.98	1

Class E3 - Formula Ford 1600 Racing Cars manufactured before Jan '96

127	Cliff Shorter	Formula Ford PRS	88.78	88.15	1
827	Brenda Shorter	Formula Ford PRS	91.38	89.49	2

Class E5 - Racing Cars over 1600cc and up to 2000cc

7	Dave Cutcliffe	Van Dieman DC 93M	66.63	Fail	1
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Two Club Sprint 2002

British Sprint Championship Top 12 Run-Off

840	Graham Porrett	Reynard SF84	74.15	73.35	7
143	Rhys Howells	Splynter	75.91	120.30	12
108	John Sampson	Quantum Xtreme	74.81	74.76	11
136	Mike Musson	Force 8PT	72.64	71.52	4
137	Stuart Webster	Swallow DR14	73.62	77.20	8
144	John Payne	SPA MP58 Judd	74.47	75.88	9
145	Martin Dowling	Reynard 88D	94.27	74.72	10
140	Terry Holmes	Reynard SF84	73.05	85.09	6
130	Guy Gibson	Force TTS	71.67	79.56	5
7	Dave Cutcliffe	Van Dieman DC 93I	64.91	64.33	1
1	Tony Eyles	Lola T90/50	65.24	72.20	3
4	Rodney Eyles	Lola T90/50	65.56	65.01	2

