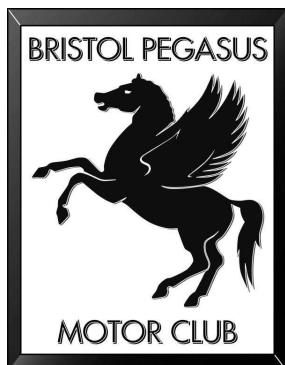


Backfire

February 2003



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

Cover : 2002 Wessex Sprint

Nick Wood – Alfasud

Photo : Andy Moss

Backfire

The Bristol Pegasus Motor Club

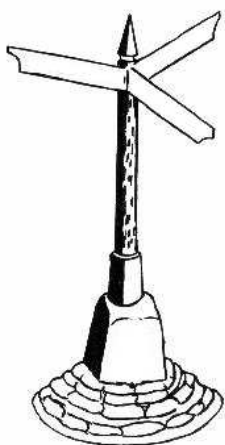
February 2003

February Events

Monday 10th Club Night At The Wheatsheaf

Club night at the Wheatsheaf, Winterbourne. Come along for a beer and a chat from 8.30pm. This months club night will feature a mix of informal a night out talking motorsport, along with some motorsport video.

Friday 21st Navigation Scatter



NOTE : Change of date from that originally shown in the calendar.

Continuing our joint Navigation Scatters with Bristol Motor club, the February event is organised by Paul Parker of Bristol MC. Last month's first event was enjoyed by 12 crews with an excellent turnout from both clubs.

More details are published later in the newsletter. As well as the simple map reference route checks, this event will have some route checks worth more points based on other forms of route definition.

The Start will be at Gordano Services J19 M5, and the event will take place entirely on map 172 The finish will be at approximately midnight.

Signing on and scrutineering will be from 20.00. Initial Route information will be handed out at 20.30

March Events

Monday 10th Club Night

Friday 21st Navigation Exercise

Back to a more traditional Nav-Ex format for March. Tim Murray organises.

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

BRISTOL MOTOR CLUB SCATTER SUPPLEMENTARY REGULATIONS

1. The Bristol Motor Club will promote a Clubsport Navigational Scatter on Friday 21st Feb 2003

2. The meeting will be held under the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of FIA), these Supplementary Regulations and any written instructions the organising Club may issue for this event.

3. Permit number has been issued

4. The event is open to all members of the promoting club and members of the following invited clubs:
Bristol University Motor Club
Bristol Pegasus Motor Club

5. The Start will be at Gordano Services J19 M5, and the event will take place entirely on map 172 The finish will be advised in the final instructions, but will be at approximately midnight.

6. Signing on and scrutineering will be from 20.00. Initial Route information will be handed out at 20.30

7. The event will take place entirely on map 172 It should be possible to visit 75% of the points without covering more than 40 miles

8. The crew must consist of driver and navigator only. Both crew members must sign the official signing on sheet at the start. Club membership cards must be produced at signing on.

9. There will be no classes.

10. The event is a round of the BMC All-rounders championships.

11. The entry list opens on publication of these regulations and closes on 21st Feb 2003 at 20.30. Entries must be made on the official form, together with the entry fee, and sent to the Secretary of the Meeting : Paul Parker, 26 Heywood Terrace , Pill, Bristol BS20 0EA (01275 372961). The entry fee is six pounds, cheques payable to Bristol MC

12. Provisional Results will be announced as soon as possible at the finish, and these will be posted to entrants within 7 days of the event. Protests must be in accordance with O5

13. Identification will be by numbered route cards.

14. Timing will be by marshals watches using BBC timing to the previous whole minute.

15. No more than four forward facing lights may be used (not including side lights). Any competitor seen using more than four forward facing lights will be EXCLUDED.

16. Please remember this event takes place in the early evening, and there will be other road users. All villages must be treated as quiet zones. Conduct liable to bring motorsport into disrepute will result in EXCLUSION.

17. The organisers reserve the right to abandon, cancel, postpone or delete part of the event in the event of unforeseen circumstances.

18. Competitors must ensure that their vehicle is covered by insurance as required by the Road Traffic Act. See paragraph 22 for insurance which can be arranged on your behalf. If you have extended your own private Motor Insurance please bring details to signing on.

19. Scoring will be as follows:

Visiting each Main Control
50 points

Each Type A route check visited
(grid references)
10 points (70% of RCs)

Each Type B route check visited
(navigation)
20 points (30% of RCs)

A maximum of 75% of the route checks will count towards the final score. If more than 75% are visited then the best 75% will count.

The winners will be the crew with the highest score. Ties will be resolved as follows:

- a) the crew with the most B type route checks
- b) any other method the organisers can think of

The location of the main controls and initial route information will be handed out at the start. Further route information will be available by visiting the main controls.

20. Minimum Equipment needed :
Map 172 (latest edition), map-board, torch, pencils, romer.

21. Awards will be made as follows:

- a) 1st overall driver and navigator

b) 2nd Overall driver and navigator
(subject to 5 starters)

c) 3rd Overall driver and navigator
(subject to 9 starters)

22. The club have applied to Alexander Forbes for a Blanket Cover Note under its Motor Sports Clubs Scheme. The basic rate before loadings will be £10.00.

New applicants will require to declare that they comply with all of the following points:

- a. They are over 21 and held a full licence for at least 6 months
- b. They have had not more than 1 fault accident in last 3 years
- c. They have no more than a maximum of 6 speeding points on licence
- d. They have no physical or mental disabilities
- e. There are no other material facts

If they cannot comply with **ALL** the above points they should, in advance of the event, complete a Declaration Form (which we can provide) and send/fax it to Alexander Forbes so that a letter of acceptance can be issued in advance. This Declaration also needs to be completed by you if you have an NES Letter with Loading applicable.



Navigational Scatter – 21st February 2003 - ENTRY FORM

Driver Navigator.....

Address.....

.....

Tel Tel

Make and Model of Car Club

INDEMNIFICATION

I declare that I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.

My age is (state 'over 17 years' if applicable)

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law.

Drivers Signature Age (if under 18)

Navigators Signature Age (if under 18)

If driver is under 18 this form must be countersigned by a parent or guardian.

Full name of parent / guardian

Address
.....

Signature Date Relationship.....

Foglight Phobic

By John Corfield

So am I “**Foglight Phobic**”? I don't think so, unless anyone can persuade me otherwise.

Let me lay down some facts:

The Road Vehicle Lighting Regulations 1989 (section 25) state that you must use dipped beam headlamps during hours of darkness (unless you're on a street-lit restricted road) and in seriously reduced visibility, unless a pair of main-beam headlamps is kept lit or, **in seriously reduced visibility**, a pair of front fog lamps is kept lit. Section 27 states that **no person shall use a front fog lamp** (a) so as to cause undue dazzle or discomfort to other persons using the road; (b) so as to be lit at any time other than in conditions of seriously reduced visibility; (c) so as to be lit when a vehicle is parked. (Bet you didn't know that one!!) In fact the common denominator for headlamps, front fog lamps and rear fog lamps is **not to be used so as to cause undue dazzle or discomfort to other persons using the road!**

Additionally:

- Fog is defined, by international agreement, as being associated with a *visibility* of less than 1 km.
- Fog lights are mounted low in order to illuminate 'low and close'.
- Fog lights are designed to emit a diffused (ie wide spread) illumination.
- Fog lights are not covered by the MOT so can point anywhere (and often do!).
- The very simple laws of physics

explain why if you emit more light, then more light gets straight into the eyes of anyone looking your way – a no-brainer really – duh!.

- I have **needed** fog lights in order to be able to actually make my way forward **very** few times in my 35 years of motoring.
- I use fog lights occasionally on minor roads because they show up the verge/kerb well – but I extinguish them as soon as another vehicle approaches from the opposite direction.

We all understand the high hormone imbalance that causes male teenage drivers to suffer from the peacock and strongest-of-the-herd syndromes, so I tend to accept that they are a lost cause until they grow up. However, I did conduct a survey consisting of 4 'mature' people I actually spoke to (eg from window to window at red traffic lights) on the highway when they had their fog lights on for no apparently logical reason. 1 male said, "*Sorry mate – didn't notice that I had them on. I'll put them out, thanks*". 1 male said, "*F***-off you w****r! They're extra driving lights and they're supposed to be on*". 1 female said, "*Sorry, I know, but I don't know how to switch them off*." 1 female said "*Sorry, I don't know what you're talking about – what are front fog lights?*". So the results of my survey for fog lights being on for no apparent reason are:

100% of offending drivers are plonkers in one way or another.

75% of offending drivers don't do it intentionally but are still a pain in the eyes.

50% of offending drivers are

insufficiently educated.

25% of offending drivers can be reasoned with.

So, in conclusion, we have an illegal practice that is getting increasingly common and even bus and lorry drivers are doing it (heaven forbid all may be lost!). In addition, it is a practice that is illegal **because it is potentially dangerous**. For my own part, I shall continue to do what I think is reasonable to show my displeasure – my practice is to switch lights off-and-on (if on) or on-and-off (if off) and toot my horn for extra attention to the miscreant driver. I don't subscribe to the "If you blind me then I'll burn out your retinas in retaliation you son of a camel!" brigade (as much as that would give me natural human satisfaction) but I often wish that when the police get bored they would just find one of two and jump up and down on them!

I dare anyone to come up with an acceptable supportive argument against me. Alternatively why not "Sound off" on your own pet motoring hate. I have another for a future Backfire in mind following Martin Emsley's article on scrutineering and class eligibility. I support what Martin said (or as much of it as I understood – sorry Martin!) so I'm gonna study the Blue Book and perhaps show why a few others might feel that doing likewise would improve the integrity of our meetings still further. Let me say in advance though, in my defence, I'm just a believer that if lines are drawn in the sand then either you don't cross them or, if you feel you'll need to, then you get them moved for everyone's benefit.

Technical Terms



For those of us that have ever used a Haynes Manual you will enjoy these:

Haynes: Rotate anticlockwise.
Translation: Clamp with molegrips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.
Translation: You will skin your knuckles!

Haynes: This is a tight fit.
Translation: Not a hope in hell matey!

Haynes: As described in Chapter 7...
Translation: That'll teach you not to read through before you start; now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...
Translation: Hammer a screwdriver into...

Haynes: Undo...
Translation: Go buy a tin of WD40 (catering size).

Haynes: Retain tiny spring...
Translation: "Jeez what was that, it nearly had my eye out!"

Haynes: Press and rotate to remove bulb...
Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.

Haynes: Lightly...
Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because what you are doing now cannot be considered "lightly".

Haynes: Weekly checks...
Translation: If it isn't broken don't fix it!

Haynes: Routine maintenance...
Translation: If it isn't broken... it's about to be!

Haynes: One spanner rating.
Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two-spanner rating.
Translation: Now you may think that you can do this because two is a low, tiny, ikkle number... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Four-spanner rating.
Translation: You are seriously considering this aren't you, you pleb!

Haynes: Five-spanner rating.
Translation: OK - but don't expect us to ride in it afterwards!!!

Haynes: If not, you can fabricate your own special tool like this...

Translation:
Hahahahahahahahahahaha !!!!



Haynes: Compress...
Translation: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search for it in the dark corner of the garage whilst muttering "b*****" repeatedly under your breath.

Haynes: Inspect...
Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"!

Haynes: Carefully...
Translation: You are about to cut yourself!

Haynes: Retaining nut...
Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...
Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark plugs removed.
Translation: However, starting the engine afterwards will be much harder. Once that sinking feeling in the pit of your stomach has subsided, you can start to feel deeply

ashamed as you gingerly refit the spark plugs.

Haynes: Refitting is the reverse sequence to removal.

Translation: But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift...

Translation: The biggest nail in your toolbox isn't a suitable drift!

Haynes: Everyday toolkit

Translation: Ensure you have an RAC Card & Mobile Phone

Haynes: Apply moderate heat...

Translation: Placing your mouth near it and huffing isn't moderate heat.

Haynes: Index

Translation: List of all the things in the book bar the thing you want to do!



**Institution of Mechanical
Engineers
Automobile Division
Western Centre**

IMECH E

Thursday 27th February 2003
Development of The New Nissan
Micra

Thursday 27th March 2003
The Two Henrys

Thursday 24th April 2003
Quicksilver - The New British World
Water Speed Record Challenge

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



MARKET PLACE

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

Tyres For Sale

4 off 195/55/15 Yokohomo A48.

One sprint only purchased new
October 2002

Price £225 (Cost £400 new with
carriage)

Tel 01934 424737 or 07811 140325

Subaru wheels

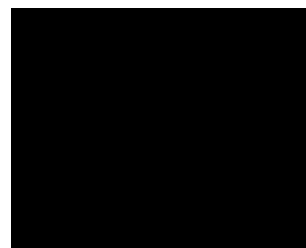
Set of 4 Subaru wheels.

Gold Speedline 205/50 16" 6 spoke
(import original option) with above
road legal tyres.

£400 wanted but will listen to offers.

Contact John Corfield

0117 9870763/07719546661.



Membership Renewal

if you have not returned this years club membership renewal don't forget to return your form - a copy is on the back of this newsletter.

Letters to The Editor



The Editor
Backfire
January 20th 2003

Dear Andy,

As a new club member, I am impressed by the diversity of your events calendar and the quality of your magazine.

Having competed in sprints and hill climbs for some years it was interesting to read the article about ensuring compliance with class regulations.

Back in the mid eighties we had a similar situation at club events in the midlands.

The road modified class I was entered in also allowed slick-shod full race saloons and sports cars.

As there was a huge difference between their times and ours, so we had a class with a very simple set of regulations, as follows.

The vehicle must be driven to and from the event and compete on the tyres used for the journey.

I think total compliance lasted for nearly a season.

Just a thought.

Bruce Atkinson

New Motorsport Website

Club member Pete Stowe has a new web site which may be of interest to club members.

Pete site covers his many motorsport interests including his activities in documenting the history of our club, the Castle Combe Circuit, and the Howmet TX turbine car.

Other sections cover motorsport history in the Bristol area, Bruce McLaren, and Jim Clark. Well worth a visit at :-

<http://website.lineone.net/~pete.stowe>

Obituary John Wookey

It is with great sadness that we must report the death of club member John Wookey who passed away on the 17th of January.

John, who had been suffering with cancer of liver and pancreas, was cared for during a short illness in the Macmillian unit in Frenchay hospital.

John was an enthusiastic entrant at the club Track Day at Castle Combe in his Opel Manta and also enjoyed Sprints and club nights.

The thoughts of all club members are with John' s family.

2003 Club Championships

By John Corfield

Clubmans Championship

The best 10 results for events entailing the use of a car are counted.

Points are awarded according to the formula :-

((5("No. of Starters" minus "Finish Position")/"No. of Starters")+1).

Points are awarded according to "finishing position in class" or, if no classes, "overall finishing position".

Those who "Did Not Finish" are ignored for number of entrants and scores.

For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position 4½).

The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts and Economy Runs.

Awards are given to the first three in the end of year standings.

Positions in the end-of-year are standings are only credited to those who have scored in the Marshalls Championship, or are deemed to be "organisers" by the committee (eg see next rule).

Committee Members are deemed to be "organisers" with regard to the

Clubman' s Championship.

Those who qualify for points in the Marshall' s Championship will be awarded points in the Clubman' s Championship equal to the highest BPMC member score in that event. If more than one event is organised then only the highest of such ' awarded points' will be counted.

Marshall's Championship

2 points are awarded to a competitive or non-competitive event organiser. (NB Qualifying events are agreed by the committee).

A maximum of 2 organisers on Treasure Hunts and 3 on Navigation Exercises and Navigation Scatters is permitted.

A Clerk of the Course, Secretary, Assistant Clerk, Entries Secretary, and Chief Marshall are automatically deemed to be "organisers".

1 point is awarded to a marshall.

1 point is awarded to those setting out Sprint courses the day before.

An award is given to first place in the end of year standings, but more awards may be made at the Committee' s discretion.



Regulations and Rules ?

A bit of back chat from Martin Baker

Martin Emsley raises some interesting points in his article published in the December "Backfire". The editor has been kind enough to allow me to throw my two-penny worth into the ring, although much of what follows is supportive of Martin's position and views. Having only ever competed in road cars in sprints and hillclimbs, and now one of those tasked with trying to enforce the regulations as a Clerk of the Course, I think I am in a unique position within the club to comment! In fact, being on the "gamekeeper" side of the fence is equally entertaining. I have been party to many lively discussions over the years as to what should be accepted as a road car in our sprint events.

Firstly, the root cause of all the problems and anomalies that Martin has encountered is the complete lack of a clear definition of a "road" or "production" car in the MSA Year Book (the "Blue Book".) There is a vague reference in section L10.1.1, but it goes no further than "currently licensed for use on the public highway and must compete in an event in a road legal condition." I understand that attempts are being made to rectify this situation, possibly from 2004, but the problems associated with determining such a definition are many and complex. *Modified* production cars have always been well defined, why the MSA and its predecessors in title have a mental block on the concept of "ordinary" production cars is a mystery.

It usually falls to a championship (e.g. the ASWMC Sprint and Hillclimb championships) to specify the vehicles it will accept as "Road" or "Production" cars within its class structure. Individual events can potentially refine, or disregard these definitions and class structures to suit themselves. However, all the sprints that the club is involved in as co-promoter are run primarily (but not exclusively) as ASWMC championship rounds, and the regulations for the events reflect this. The "Organisers Discretion" catch-all is there to prohibit anything which does not comply with the spirit of the event, or otherwise looks a bit dodgy – although I must say I've rarely seen it invoked.

Tyres. What can I say about tyres? A subject of contention since Ben Hur was thrown out of class for running 225/60's on his 2CV... The ASWMC position is to allow "any road-legal tyre". This we can take to mean that anything bearing the legend "for competition use only" is excluded. As is anything bearing less than the legal minimum tread depth... Many other championships and events outside the ASWMC specify that road cars must use tyres as per the famous list 1A (Blue Book R3.1.1), which is interesting as this list (and there is currently no list 1) is concerned with tyres permissible for *racing*, which we certainly ain't doing. So perhaps the ASWMC is out of step with the rest of the world, although there are those within the ASWMC hierarchy who would argue that the rest of the world is out of step with *them!* The reasons for the ASWMC position are, however, quite rational. Why, if you are entering motorsport at a grass

roots level, and the car you have just bought to go sprinting in is not fitted with list 1A tyres, should you be forced to go out and spend x hundred quid acquiring some? So it can be argued that the regulations have been drawn up with the competitor's interest at heart.

A few years ago, when what is now Smokin' John Corfield's Sierra Cosworth belonged to either myself, Pete Goodman, or, more usually, both of us, we campaigned for a couple of seasons in both the ASWMC and Car and Car Conversions championships. The latter was strictly List 1A, so a spare set of wheels fitted with suitable Bridgestone (from memory) tyres with tread like the Grand Canyon was acquired. These were used for driving to all events and all CCC competition, plus any ASWMC events where the surface was anything less than bone dry. For (dry) ASWMC events these were swapped in the paddock for a set of Yokohama A008 – R's, ultra soft, ultra sticky, and guaranteed to be, ahem, a bit short of grooves in vital places after one season. The scrutineer never failed them, even in their third season!

And talking of scrutineers, I have encountered one of the eligibility variety. At Werrington Hillclimb in April 1989. He put a blob of paint on my tyres to ensure I didn't change them during the event. I've not met one since.

Martin's other area of contention appears to be the internal fixtures and fittings on the car. Regardless of the event regulations, I have always operated one rule when it comes to trim. If it can be removed by hand, it

stays in the garage; if you need to take screwdriver, spanner or oxy-gear to any item, it stays in the car. So, away with all passenger head restraints, rubber mats, the CD player, and most importantly the parcel shelf complete with 15kg of loudspeakers. The reasons for this are obvious – if it all goes pear-shaped and you find yourself smashing head-on into the Armco at Combe, all the air bags, crumple zones and harnesses in the world are no protection against a heavy object detaching itself from its strings and burying itself in the back of your neck 1.5 cm below where your helmet finishes.

The removal of rear seat belts is an interesting one. If you presented your car for an MOT test with neither rear seats or belts fitted would it fail because your registration document says "constructed for 5 persons" (which, after all, could be interpreted as a maximum)? Or would it "fail to fail" because the item to be tested wasn't there? And if I get an MOT with the belts fitted, what offence have I committed by subsequently removing them, and why is the car rendered "illegal in all respects for road use" by so doing? What about 7-seater MPV's and estate cars?! Yes, Mr. E – I share your confusion! The situation has not been helped by the recent amalgamation of Road Saloon and Road Sports Car (less likely to have rear seats!) classes by the ASWMC after many years of separation.

As to the reference to the Rally section of the Blue Book in regulations for a sprint, I personally believe that this would be difficult to uphold. Most competitors have

trouble understanding their own regulations, never mind those from another discipline! There is nothing to stop an organiser adopting, or even adapting, a regulation from another section of the Blue Book. My understanding is that if the regulation you want is not in the section specific to that event, or the "common" sections of the book, then it must be inserted into the supplementary regulations for the event *word for word*. But I'd be happy to be corrected on that one.

As I said at the top, what we really need is a national definition of a "Road Car". And the best of British to anyone who attempts to write one!

The Santa Special Nav-Ex December 2002 By Andy Moss and John Corfield

Five crews arrived at the lay-by for the last competitive event of 2002.

We had prepared two papers one for experienced competitors and one for beginners. The main differences being a false origin for

the map references, out of order tulips and grid square tracings for the experts, and the beginners papers contained some useful hints & tips.

The route would take the crews in a large circle from the start at Mayshill to the finish at the Dog Inn in Old Sodbury, via Hawkesbury, Hillesley and Hawkesbury Upton.

We clearly made the event too easy as the results at the top were very close, the joint winners dropping the same route checks.

We therefore had a tie break situation - The top two being asked to tell the organisers how many times they had crossed railway lines during the route, Rail enthusiast Martin Baker used his knowledge not only to count the lines but also told the organisers the names of the lines crossed, and although he was still one out, he was the closest, giving himself and Dave Cutcliffe overall victory and another trophy to collect at the AGM.

It is very difficult to get the balance right between an event that is hard enough to get a result but easy enough to still be fun !

RESULTS

Position	Driver	Navigator	Car	Points
1	Dave Cutcliffe	Martin Baker	Peugeot 306 GT16	163
2	Chris Goodchild	D Adams	Landrover Freelander	163
3=	Mark Astin	Matthew Marples	Vauxhall Corsa	159
3=	Paul Bird	Howard Johnston	Citroen Xantia	159
5	Andy Rigler	Dick Craddy	VW Golf	158



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.

2003 Calendar

**Note – date change for February
Navigation Scatter**

Jan

Mon 13th Club Night
Fri 31st Nav Scatter

Feb

Mon 10th Club Night
Fri 21st **Nav Scatter**

Mar

Mon 10th Club Night
Fri 21st Nav Ex

Apr

Sun 6th Production car Trial
Mon 14th Club Night
Sun 21st 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