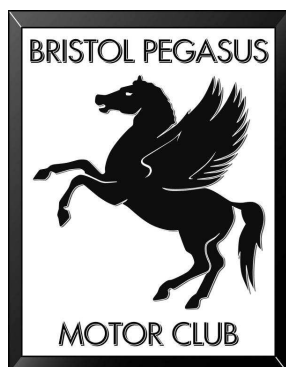


Backfire

January 2003



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

Cover : 2002 Pegasus Sprint
Nigel Ingram - Morgan +8

Photo : Jerry Ree (jerry.ree@btopenworld.com)

Backfire

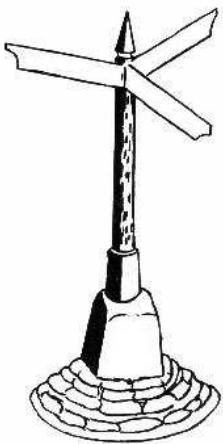
The Bristol Pegasus Motor Club

January 2003

Monday 13th January Club Night

Club Night at the Wheatsheaf, Winterbourne. Come along for a beer and a chat from 8.30pm. This months club night will feature an informal night out talking motorsport, we also hope to collect a new video from the Autosport show featuring thrills and spills from scandinavian rallying.

Friday 31st January Navigation Scatter



The January Navigation event will take the form of a Navigation scatter. Further details of what is involved in a Scatter is included later in the Newsletter.

Start: M5 Michaelwood Services Northbound
Signing on from 7 pm

Start 7.30pm

Finish 10.00pm (location TBA)

Map : OS 1:50000 No 172 'C' or 'C1'

Cost - the event is free of charge

Entries to be made at the start

Clerk of the Course - Andy Rigler

Secretary of the Meeting - Dick Craddy tel: 01454 414842

Insurance will be available at the start of the event for all competitors requiring it. The cost will be £9.36. Further details are included on the next page - please note that competitors will need to have extended their own insurance to cover this type of event if they do not wish to take advantage of the MSA arranged scheme. You will also need to show a club membership card (2002 cards will be acceptable for this event).

To allow for the administration of Insurance at the start competitors are asked to arrive at the start at 7.00pm. Any arrivals after 7.15pm may incur a delayed start ie, after 7.30pm.

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

Navigation Scatter Insurance

Insurance will be available at the start of the event for all competitors requiring it. The Alexander Forbes scheme provides Third Party cover necessary to meet RTA requirements of the (Road Sections) of the event.

The cost will be £9.36. Please bring a cheque, prepared in advance, made payable to 'The Bristol Pegasus Motor Club'

Competitors who have extended their own Insurance need declare it (with proof) to the Secretary of the Meeting at the start. Competitors with extended Insurance do not need to pay the Alexander Forbes fee but will need to sign a declaration confirming their alternative arrangements at the start.

All other competitors will require Alexander Forbes cover viz:

1) Those who have a valid NES letter in force with no loading applicable (if you have an NES letter you know about it - if not take the next option)

2) Those who are able to comply with all of the terms of the Alexander Forbes Declaration noted below can purchase the Cover at the start.

Any competitor who cannot comply with these two requirements needs to apply to Alexander Forbes well in advance of the event. Dick Craddy tel: 01454 414842 can give some advice.

The terms of the Alexander Forbes Declaration requirements (ref note 2 above) require that you comply with each of the following:

a) You are over 21 years of age and have held a Full Driving Licence for at least six months and have:

b) Not more than one fault accident in the last three years

c) No more than a maximum of 6 speeding points on your licence

d) No physical or mental disabilities

e) No other material facts

Remember if you cannot comply with each of the five points (a-e) noted above and you need to be covered by the insurance (ie. you have not extended your cover with your insurers) then you need to apply to Alexander Forbes in advance.

In addition Club membership cards need to be shown at the start to support the provision of insurance.

Navigational (Nav) Scatters Introduction

By Kieron Winter

The Club intends to run Nav Scatters in 2003. These are similar to the Nav Ex's that we run, but with a few differences. Again you will need a vehicle, a driver and navigator. The event will use the 1:50000 OS maps and you will need a Romer to plot grid references (as well as

protractors, compasses etc for other types of navigation).

On a Nav Ex you have to plot a route and then drive along that route to answer the questions that you have plotted. On a Nav Scatter there is no fixed route, you plot as many clues as you can and then make up your own route to visit them. You will have to get back to the finish control by a certain time to hand in your answer sheet.

Therefore if you can plot a grid reference then you will be able to take part in the event. The organisers will introduce other forms of navigation to help you define some of the plots. It could be that the harder the plot the more points it is worth, or the simpler plots could be further apart. Some organisers may also have a Control, which will be open during the event, if you visit the control during the correct time band, then you will get more plots and give you more options of the route you can take.

The Nav Scatter is a good event for first timers because there is no fixed route for you to follow, therefore you cannot go wrong! You plot as many clues as you can, decide how many you think you can visit during the allowed time and then decide your own route.

If you want to find out more about the navigation then visit the Club website where you will find a basic introduction to navigation.

Bristol Pegasus Motor Club Navigation Scatter Friday 31st January 2003 Supplementary Regulations

1. The Bristol Pegasus Motor Club will organise a Navigational Scatter on Friday 31st January 2003.
2. The event will be governed by the Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue for the event.
3. MSA Clubsport Permit number TBA has been issued for the event.
4. The meeting is open to fully elected members of the organising club and the following invited club:- Bristol Motor Club.
5. Each entrant must produce a valid club membership card at signing on.
6. The event is a round of the Bristol Pegasus MC Clubmans Championship.
7. The event will be held on OS 1:50000 map 172 'C' or 'C1' (latest issue).
8. The location of the start is at

map reference 703954 being the northbound car park of the M5 Michael Wood Services (by kind permission of the management).

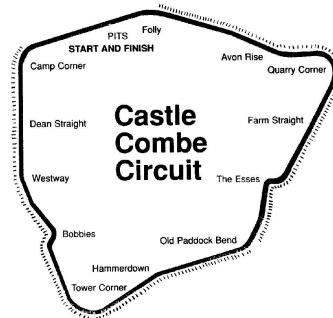
9. Signing on will commence at 7:15pm "Route" cards will be issued at 7:30pm. Intermediate "Route" cards will be issued at a location and time defined in the Final Instructions.
10. The Clerk of the Course is Andy Rigler.
11. Secretary of the meeting is

Dick Craddy
Reynard House,
The Inner Down,
Old Down
South Gloucestershire
BS32 4PR
Tel / 01454 414842
12. No class structure will be applicable.
13. Identical points will be awarded for each correct answer.
14. Awards. Each club will provide its own award on the following basis
 - 1st in each class with at least 4 club starters
 - 2nd in each class with at least 8 club starters
 - 3rd in each class with at least 12 club starters
15. Entry fee. The event will be free of charge.

16. Entries shall be made at the start.
17. All other General Regulations of the MSA apply as written.

CCC Day 2003

John Corfield has arranged for the club to have a stand at the 2003 CCC Day on 14th June 2003 at Castle Combe. Hopefully we will get the same display area (C13) as last year, so add the date to your diaries!



**2003
Club Day
Castle
Combe
Saturday 19th
July**

We hope to expand the number of cars on display at Castle Combe in 2003.

We are therefore making space available to other local car clubs who would like to add a display or just meet up in the paddock. If you are involved in another local car club (for example a single make owners club) and would like to come along please contact Kieron Winter (kpwinter@ukgateway.net or 01275-373363) who will be happy to provide further details.

There will be no charge, for space in the paddock, but of course we will try to sell raffle tickets in aid of St Peters Hospice once you get there !



A Charitable Word Or Two

By Martin Emsley

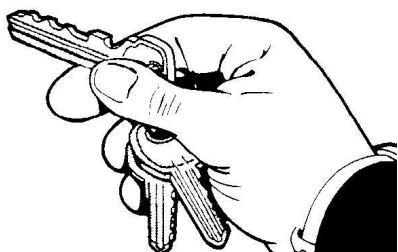
On behalf of The Bristol Pegasus Motor Club and St Peter's Hospice I would like to sincerely thank all those who have given so generously and supported fund raising in 2002.

As you may recall we raised £364.82 at the Club Day, Andy Moss managed to sell some autojumble bits on E-Bay and by having Amazon book sales associated to our web site managed to realise £36.19. Finally we had a raffle at the AGM, once again I was totally bowled over by the generosity of Club Members in donating prizes and purchasing tickets raising £111.27.

This gives us a year end sum of £512.28, well done.

Many Thanks and best wishes for 2003.

2003 CHAIRMAN'S REPORT



Kieron commenced his report on the club year by recalling that we had started the year looking forward to a full calendar of events again, following the disruption caused by the foot and mouth epidemic of

2001. A couple of 'firsts' for the club were seen as the year progressed.

Social Events

Once again monthly club nights were held at the Wheatsheaf, with a variety of entertainments. In January we had the latest Scandinavian rally video featuring lots of cars being thrown into trees. In February we had another excellent David Franklin talk, including a video of the historic tour of Italy, and others of David driving various Ferraris at Shelsley Walsh and the Goodwood Festival of Speed. These cars are owned by Carlos Monteverde, and David told the story of how he met Carlos and got to start driving his cars.

The March club night was another popular evening of Arthur Tankins' videos of club events. Arthur has now transferred all his films to video, so there should be plenty of choice for future showings. In April we had Martin Emsley's motorsport quiz, for which there was an impressive turnout including a contingent from Bristol MC, and a high level of knowledge was displayed. The May club night was another video evening.

In June Martin Emsley entertained us again, this time with a tabletop rally, which was enjoyed by a mixture of novice and expert entrants. July saw a Noggin and Natter, and August a photo evening, where people brought along their best motorsport pictures. In September a MSA marshalling video was shown, complete with extra commentary from Alan Spencer

In October there were videos of mishaps on hillclimbs and sprints. November featured Mike Marsden's extremely knowledgeable talk on Lotus history, from the early days up to the victory at Indianapolis.

On the karting front there was the endurance karting series at Combe in January and February – a team of club members competed. This was followed by the Inter-Club Challenge at Castle Combe in April, where Paul Draper captained the BPMC teams to a 1-2-3 finish. The 2002 format was a 2½ hour endurance event with three teams from Bristol MC as opposition.

In June we were well represented at the CCC Action Day. John Corfield organised the display of club members' cars, including his own Sierra Cosworth, Bernie Humphrey's Escort, Pete Goodman's Subaru Impreza, Steve Small's TR7, Nick Wood's Lotus 11 kit car copy, Nick's mate's MGA, the Sylva Jester of Les Robbins and Mark Wright's Vauxhall Calibra. Last but not least was Alan Spencer's battered trials Mini which appeared to attract most interest.

The Club Day at Castle Combe took place in July. In spite of having to accommodate price rises for the track hire well in advance of inflation, the track day again sold out weeks before the event. Things ran like clockwork on the day, ably administered by Phil Harris and Tony Smith (and Castle Combe). Many people doing the event for the first time commented on how well run it was, with a very relaxed atmosphere, but very efficient. We were joined by

the Mini Cooper Register as usual.

The trackside entertainments at the Club Day included the club gazebo containing a display of photos, a charity autojumble and raffle prizes. This year the Quantum Owners Club and the Bristol Vintage Motorcycle Club joined us with displays. We would like to expand this in the future with other local clubs – there is plenty of space in the paddock. Money was raised for St Peter's Hospice by selling raffle tickets (thanks to all those who donated prizes) and by the autojumble.

In September Spence organised a visit for us to the Atwell-Wilson Motor Museum at Calne, where we saw plenty of interesting and unusual cars. The turnout for the November skittles evening was lower than usual – we shall have to avoid the clash with Bonfire Night in future.

The Fantasy F1 competition ran again. The winner, out of 36 entrants, was Tim Murray, who just happened to be the person responsible for calculating the scores - pure coincidence. Tim's prize was a motorsport video, which would no doubt be shown at a future club night

Competitions Club events

Five Navigation Exercises were run during the year, with two new crews scoring their first wins - Matt Marples and Mark Astin in February and Chris Goodchild and David Adams in March. However when it came to October, November and December, the old codgers Martin Baker and

Dave Cutcliffe scored a hat trick of wins – two of them on a tiebreak!

The Wessex Sprint returned to its usual May date. Before the event, a working party helped to prepare the course for the creation of a new layout at the tricky corner 7 where last year an MGB attacked the fence. The new corner kept cars well away from the fence, and the retarmacking was completed just in time for the event. Conditions on the day were damp, but 12 club members won class awards and Dave Cutcliffe recorded the FTD.

Jubilee Bank Holiday Monday saw a new event for the club, the Bristol Llandow Sprint. Jointly run with Bristol MC, this was our first event at the newly reopened Welsh venue. Martin Baker and Kieron were part of the organising committee that got the event off the ground. Martin and Bob Hart ended up as Clerk of the Course and Deputy C of C following Dick Mayo's illness. Another damp day, with three club members winning class awards. Most competitors said that they enjoyed the circuit.

The Two Clubs Sprint took place as usual - at last a dry event. 12 members won class awards and Dave Cutcliffe completed a Colerne double by winning the Top 12 run-off. Once again Martin Baker stepped up to be Clerk of the Course, thus earning the title 'Super Sub'.

The autotest in the RR car park in September was once again co-promoted with MG CC. Mark Williams was the best BPMC member,

having also won a class award at a Bristol MC autotest earlier in the year.

The Pegasus Sprint in October featured event sponsorship from Bridgestone Tyres. This was the first time that the club has received support from a multinational company. The sponsorship money was used to provide support to the marshals – a 'goody bag' for each marshal, plus marshals' draw prizes including the top prize of a course at Castle Combe racing school. This was won by Jim Sawyer, who had taken the course the weekend before this AGM. The event ran without too many problems. Keith Murray's impressive Audi Quattro went quicker than ever and again set FTD. However Geoff Kershaw is planning to be back next year with his Sierra to give Keith some competition.

Outside Events

BPMC crews distinguished themselves on the Bristol MC Scatter, finishing first and second.

Bristol MC also ran a 'Solo' event at Severn Bridge. This was the first time such an event - a cross between an autotest and a sprint – had been run in the UK. The event was enjoyed by the 33 competitors, of whom we provided 6, including winner Steve Conner.

On the trials front Mal and Donny Allen, Pete and Carlie Hart, and Spence and Bill Farrow had competed regularly. Dave Cutcliffe entered 5 of the 14 rounds in the British Sprint Championship. He won three of them and finished second

and fourth in the other two, to finish fourth overall in the championship. As reported in the Motorsport News seasonal review, this was title-winning form, and Dave had the potential to be a future champion.

Marshalling – as well as supporting our own events we helped to marshal on Bristol MC's Castle Combe Sprint and Allen Trial. We also marshalled on the "Rally of the Tests", a classic car rally at Ashton Court.

The Clubmans and Marshals Championships were run as usual. 71 members scored points in the Clubmans Championship and 31 in the Marshals Championship. The winners would be announced later in the evening

Other thoughts

Publicity – Pete Stowe had worked hard generating local press coverage. Motorsport News had covered the Bridgestone sponsorship of the Pegasus Sprint

John Corfield, Dick Craddy and Kieron had attended a MSA training day for Secretaries of Events. Bob Hart, Ian Hall and Martin Baker all hold National A Clerk of the Course Speed licences for which they would have to attend further training days in 2003.

Membership

Kieron thanked Malcolm Allen for running the membership. Membership renewal forms for 2003 were due to be issued shortly, and Kieron encouraged everyone to

renew promptly.

Backfire

Kieron paid tribute to Backfire Editor Andy Moss (not to mention wife Liz) for all their efforts this year in producing and distributing the monthly magazine. Various interesting articles from members had appeared during the year. These covered such diverse topics as meeting Ken Tyrrell, a Silverstone track day, the Exeter trial, Le Chateau Challenge, buying tyres and exhausts, the Goodwood Festival of Speed, Motorsport in South Africa (and how many racing cars got stuck with a club sticker), MSA rules and regulations, taking part in their first Sprint and a Christmas story. Kieron also thanked all those who contributed reports on club events.

Andy also looks after the club website. It was because Bridgestone were so impressed with our website that they made the first contact with us regarding event sponsorship.

Charity

During the year Martin Emsley's enthusiastic efforts had raised lots of money for St Peter's Hospice via the Charity Table, raffle and items for sale at the Castle Combe Day, auctioning items on Ebay, commissions received from book sales at Amazon and tonight's raffle. Martin's report would follow later.

Committee

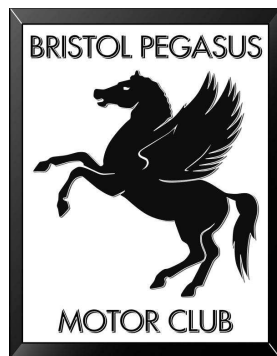
Kieron thanked all the committee for their contribution this year to organising and running events, all having been mentioned in his report.

Paul Draper was standing down, as his current shift pattern did not allow him to attend meetings on a regular basis. However, Paul intended to lead the club karting team again at Castle Combe, ably assisted by Anne.

2003 Commitee

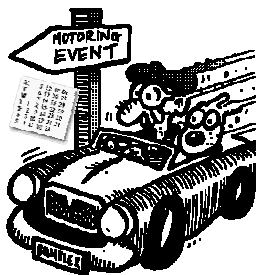
As previously noted, Paul Draper was standing down from the Board due to work commitments. Matt Marples had been nominated to fill the vacancy. There were therefore 11 nominations to fill the 11 posts. These were:

Malcolm Allen
Martin Baker
John Corfield
Martin Emsley
Ian Hall
Phil Harris
Matt Marples
Andy Moss
Tim Murray
Alan Spencer
Kieron Winter



2003 Almanac

Some humourous predictions for 2003 by Kieron Winter



January

Many members of the Club make the trip up to the Autosport show. Kieron Winter is spotted by Martin Emsley discussing the latest "silicone enhanced" polish on the Autoglym stand. Martin then find's himself ejected from the NEC

when he tries to discuss "silicone enhancement " with the girls on the Max Power stand. Colin McRae crashes out of the Monte Carlo rally and spends the remainder of the event sheltering in the Citroen catering tent.

February

The first Nav Ex of the year sees another tie for first place. The tiebreak is won once again by Baker and Cutcliffe. Martin guessed the correct number of pubs visited by organiser Tim Murray before finally picking the finish venue. Kieron Winter announces that he has signed a sponsorship deal with Michelin tyres for the Pegasus Sprint, citing the fact that "Michelin were prepared to work with us, whilst Bridgestone were too close to Ferrari". Richard Burns crashes out of the Swedish Rally and finds shelter in the Peugeot catering van.

March

The Nav Scatter takes the crew to the south of Bristol. Matt Marples and Mark Astin are surrounded by locals in Pensford when Matt was running around trying to find a clue, with his headband light still attached, he is mistaken for the ghost of a long lost miner. The crew of Dick Craddy and Andy Rigler take the Scatter too literally, and the MGB is spotted in Glastonbury and still heading south. Michael Schumacher wins the Australian, Malaysian and Brazilian Grand Prix. Burns and McRae crash out of the Cyprus rally.

April

Alan Spencer in his Mini wins the

Production Car Trial. Along the way he had to change a drive shaft, a differential and a wheel bearing. "I just happened to have a few spares with me" says Alan. Gilles Panizzi wins the Spanish Rally with ease in his Peugeot; in fact he has time to do doughnuts on the last three stages. The only doughnuts Burns does are jam ones from the Peugeot catering tent. Colin McRae crashes out after three stages, he spends the rest of the event working his way through the menu being served by the Citroen Chef. Michael Schumacher wins the San Marino and Spanish Grand Prix.

May

Due to last minute problems, Martin Baker has to stand in as Clerk of the Course at the Wessex Sprint. John "I can't quite get the breaking point right" Corfield manages to flat spot all four tyres approaching the new chicane at post 7. Bridge Tyres & Wheels are happy to supply John with four new Yokohama's. Due to last minute problems Martin Baker has to stand in as Clerk of the Course for the Llandow Sprint. John "I can't quite get the breaking point right" Corfield manages to flat spot all four tyres approaching the "Bus Stop". Bridge Tyres & Wheels are happy to supply a set of tyres from the van that they brought to the event. Colin McRae retires from the Argentine Rally when he hits a cow. The Citroen catering van however serves up a very good steak tartare.

June

Martin Emsley receives an entry from Richard Reid and Derek Ringer for his

tabletop rally. Both co-drivers decided that the chance to spend 2 ½ hours on a map was longer than both would get on the following weekend's Acropolis Rally. Mike McBraida is the only club member who is prepared to take his car out on the CCC day at Castle Combe. Mike quoted "I love being out there with 60 other nutters, I get lonely when I am all by myself on a Sprint". However Mike had modified the Mitsubishi by fitting front and rear "Roo" bars not needed by the works rally team.

Michael Schumacher wins the Canadian and European Grand Prix; this is enough to give him his sixth world championship. Max Moseley hails the new points scoring system a success and quoted "at least it was not all over by mid-August this year".

July

Another great success at the Castle Combe test day. Andy Moss denies rumours that he will share a drive in the Citroen AX GT with Colin McRae. "It is true that Martin sold his share of the car for a Rally Jacket and three cases of Chateau Rothschild '62, however when Colin saw the menu on offer from Tavern Catering he backed out of the deal".

The on-track activities were a great success, Tony Smith made up more of his signs and with Phil Harris helping, the Paddock and Assembly area ran like clockwork. As the event is on the same weekend as the British Grand Prix, Octagon Motorsport sends a helicopter to collect Phil and Tony. A Silverstone spokesman commented "Bernie Eccelstone decided to arrive today by car to try

out the spectator improvements we promised. However we lost him when he tried to follow the signposts to the Paddock Club. Thanks to the Bristol Pegasus Motor Club he was located at 10.30 p.m. in Car Park W at Stowe corner”.

August

Due to last minute problems, Martin Baker has to stand in as Clerk of the Course at the Two Club Sprint. John “I can’t quite get the breaking point right” Corfield manages to flat spot all four tyres approaching the new chicane at post 7. He pulls into the pit area set up by Manor Tyres for a change of tyres. Problems strike team Cutcliffe in the top 12 run-off, when it is found that the electronic launch control system is playing up and the engine is running very erratically. Giles is reluctant to work on the engine when it is running, quoting “I don’t want to get run over by Dave again”. However Alan Spencer comes to the rescue, searching in the back of his Mini, when he found the exact part the team needed, saying “I just happened to have a few spares with me”

September

Due to last minute problems, Martin Baker has to stand in as Clerk of the Course at the Autotest. On the rumour that John Corfield had entered for the event, Qwik Fit sends along a mobile tyre fitting van. Mal Allen goes into shock when he finds someone at the RAC club membership department to be helpful. He regains his sanity when Bill Farrow tells him about being left

stranded by the RAC, when they failed to diagnose a bad case of woodworm in his Morgan. Marcus Gronholm wins the World Rally Championship. Marcus is able to pull out 2 seconds a mile on Burns and McRae who are now several stone heavier having spent so much time this year tucking into the best French cuisine following early retirements from events.

October

Ian Hall has to step in at the last minute to be Clerk of the Course for the Michelin Pegasus Sprint. Ian said, “Martin Baker was due to be the Clerk of the Course, but as no one asked him to stand in at the last minute he became confused and failed to turn up”. Michelin nominate Britannia Tyres to have the franchise for the event. John “I can’t quite get the breaking point right” Corfield manages to smoke all four tyres approaching the Bobbies chicane. However as he is now running East German remoulds, they are rock hard and John is able to continue and win the class. The two Pauls (Bird and Draper) are then seen trying to buy them off of John. The Audi Quattro of Keith Murray is quickest on the first run, however when he has trouble with his turbocharger, Keith seeks out Alan Spencer’s Mini before he can compete the second run. “I just happened to have a few spares with me” said Alan.

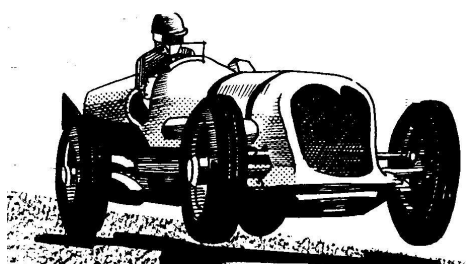
November

It is Scatter time again, Dick Craddy is now feeling more confident about doing well on the event, he explains that he has now thrown out the job

lot of "One inch to the Mile" maps that Bob Hart sold to him to do the last event. The Rally of South Wales, sorry Network Q Rally of Great Britain, is run with great success. "I would like to thank all the marshals and officials who made the event run so smoothly," said Clerk of the Course Martin Baker. The Gwent Police employ Phil Harris and Tony Smith to organise spectator car parking and traffic flow management.

December

The AGM is another success; Pete Goodman and Dave Cutcliffe hire a Transit van to take away their trophies. Three people fall asleep during the Chairman's speech, but awake in time for the buffet. It is announced that Goodyear will sponsor the 2004 Pegasus Sprint. Chairman Winter explains that "it is great to welcome back Goodyear to motorsport, and that they are dipping a toe in the water by sponsoring the Pegasus Sprint before returning to Formula One in 2005". Peugeot sign Marko Martin in place of Richard Burns and Petter Solberg signs for Citroen in place of Colin McRae. Petter stated that he had enjoyed the sushi served up by Subaru, but he was really looking forward to Boeuf Bourguignon and Crème Caramel at Citroen. The BBC announces that it has signed McRae and Burns for the next series of Ready, Steady, Cook.



The Thoughts of Chairman Don

A year in the life of a Fantasy Formula One Manager - Don Menace of O'Fast International.



Why manage an Fantasy F1 team?. Well its about 1% of the adrenaline, and 0% of the cost of the real thing ! It used to be 2% adrenaline, but then Murray Walker retired.

This is the real sequence of events that surrounded one team in the 2002 season.

January

Decide that last years performance losing to team Craddy was not good enough and we need a revolutionary approach that is innovative. Started thinking about combinations clear that the Ferrari's would be key players again, and may dominate, unless Williams offer real opposition. Sadly McLaren seem to be off the pace a bit, it may be another year before they come back again.

Consider press release day as a way forward. Castle Combe seems an option. Call someone in the office who gives me a 5 minute speech on

costs for the day, and mentions Power Tour, market forces and Jeremy Clarkson! Decide hiring a circuit for a press release and presentation of the team is a bit excessive. Wonder if I can use the Castle Combe village Car Park, that's close !

February

Team behind schedule. Car not released and driver line up still not clear. Last minute panic sets in, "oh no only 10 days to go".

Revolutionary approach is ditched for "evolution of the current technology".

Notice that the Ferrari days of this "will be a developmental year", are replaced by extreme confidence, taking the "delayed developmental route, offering 2002 car part way through season". Arrogance or what, if Luca can do it, it seems a good idea for my team !

Jaguars early predictions fade as soon as the car hits the track. Coulthards chances may be lower than in previous years. Williams seem like a real possibility. Sauber are 'hoping to build on last years success'. Will I be able to afford Herr M Schumacher. Hmm lots to think about, and not much time.

Solution - go for a version of last years team, but make a few changes, like a new engine and both drivers.

March

Release my team to Andy Moss/Tim Murray.

Planned press release not happened, although The Sun found out about it. Did an interview, but the article was never published. We were informed that a more important article on 'vote rigging at the Miss Melton Mowbray beauty contest' had more national interest !

Announce a team of Nick (Wunderkind) Heidfeld, Alex (I've never heard of him before, but he was cheap) Yoong, Ferrari and Minardi Cars, with BMW motors form this years team, and all for less than £60M (a tactical bargain).

April

First results. Oh dear, good but not good enough. Realise team Cutcliffe et al have a better line up. Quick maths calculation and probability analysis shows it's unlikely we can win. Nothing to do with 'aerodynamics', or 'extra power from the latest engine evolution'. No just missed a trick. However strange things happen with open competition! Michael Schumacher could break his leg again. Anyway, better get things started for 2003, if this year will be difficult. Wonder if Mr Newey has any time free between cars and yachts ?.

May

Problems continue particularly after Austria. Nick is concerned he may not be able to tackle Schumacher, or get close to Rubens. Yoong confirms my fears that he was not the new Nakajima, he told me he was (so that's why he was so cheap!).

But the Ferrari racks up the points, and the engine when it holds together is pretty good also.

June

Schumacher looks to be on a record breaking roll, and England could win the World Cup !.

Realise Team Cutcliffe, Emsley and Watts are not the problem, but more importantly Team Murray seems to be stealing it. Isn't he the score keeper. Is this like Bernie Ecclestone buying Ferrari !!!

Stay calm focus on the job, and be professional, you know FF1 is a sport really.

Wonder if Mr Brawn can help us !

July

Drivers seem a bit disillusioned. Something about getting a slot at Arrows, where talents will be rewarded, as Tom needs some help. Ah Silverstone again, More Schumacher

August

More Schumacher. The Westonzoyland Independant picks up the story dropped by the Sun, but insist my first name is Dennis, and get part of the story wrong, so Miss Melton Mowbray is part of the team.

September

More Schumacher. Offer Mr Byrne a position as Technical Director, but he says he is busy sorting out the 2007 car, such is his team's confidence. Suggests I talk to Mr Walkinshaw.

More Schumacher, and a botched finish giving Rubens a bit of glory.

October

Oh well we saw, we came, we did not do as well as hoped. Team Murray win.

November

Well we didn't win again, and the season has been a hard one. Team Murray seem to have it sorted out for next year let alone this year with the margin they had. No good sitting around pondering next year, although we definitely need a revolutionary approach.

Start plans for next season, offer Miss Melton Mowbray a test drive, but she was busy attending an episode of Animal Hospital.

December

The new rules will help, but I quite liked the idea of changing drivers for each race.

I Wonder what team Murray are up to. They have probably got their cars down in Italy at the moment and working out their latest team selection from F3 for 2004 to 2006, and down to the under 12 UK Karting championships ready for the 2009 season! Team Cutcliffe are probably testing a new aero package. Team Emsley are probably testing in South Africa. Team Winter and Craddy were a bit quiet this season, probably hatching up some cunning plans. I just hope Baldrick is involved !

Anon.



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.

Draft 2003 Calendar

Please note that the Calendar is still in draft as the Castle Combe dates have not yet been confirmed.

Jan

Mon 13th Club Night
Fri 31st Nav Scatter

Feb

Mon 10th Club Night
Fri 28th 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