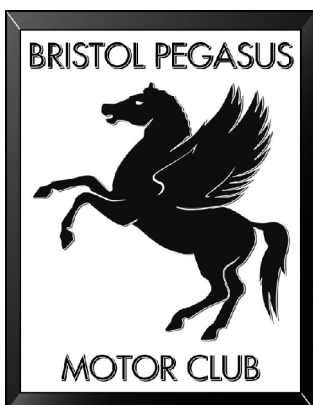


# Backfire

July 2004



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

Photo : Club stand at Frenchay Museum - Sierra Cosworth  
(John Corfield) Alfasud (Nick Wood) Morgan (Bill Farrow)

# Events for July 2004

## **Saturday 3<sup>rd</sup> July - BMC CC Sprint**

Pretty much a done deal by the time you read this as far as entries are concerned but please bear in mind that if you're not entering you can always help by marshalling in which case please contact Bob Hart or Dave Potts or just turn up on the day. Marshals are never turned away as far as I know!

## **Monday 5<sup>th</sup> July - Treasure Hunt**

The July Treasure Hunt is organised by Alan Spencer. the event will start at 7.30 pm from the Lay-by on the A37 near Hursley Hill – Map Reference 618654. For further details contact Alan on 0117 9712587.

## **Mon 12<sup>th</sup> July - Club Night - Wheatsheaf Inn – 8:30pm**

An informal club night - Come along for a drink and a chat from 8:30pm.

## **Saturday 31<sup>st</sup> July - BPMC Club Day at Castle Combe**

The closing date for applications is 16th July but its pretty much booked up. Contact Kieron Winter if you want to check for reserves/cancellations. Also see further information later in the newsletter.

## **Monday 9<sup>th</sup> August - Club Night - Wheatsheaf Inn - 8:30pm**

## **Monday August 16<sup>th</sup> Treasure Hunt**

Kieron Winter and John Corfield have stepped in to save the August Treasure Hunt so, as usual, more details next time. At least you can put it in your diary now as a "definite".

## **Monday 30<sup>th</sup> August - 2 Club Sprint**

Regs are being printed and have been sent electronically to the website administrators who have been asked to hold publishing them until 1st July. Assume they'll be there by the time you read this or contact John Corfield if you can't download them. Also see further information later in the newsletter.

Details of Events on these Pages are compiled by Competition Secretary John Corfield.

For further information contact John on  
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As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108 - Club Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)

# 12th June - VAG Action Day at Castle Combe

By John Corfield



What in the last couple of years had been the June CCC Day at Castle Combe had been in question for 2004 but had been 'saved' by becoming the VAG (Volkswagen Audi Group) Day in conjunction with "The Golf Magazine". So it was that on the 12th June a group of us were standing under the new club awnings ready to market BPMC and club level motorsport in general for the third year running. I say "standing" because it turned out that the theme of the day was "Oh no, I forgot to bring a chair!".

As is so often the case I'd seemed to be struggling to get the intended 12 static display cars during the weeks ahead of the event only to be embarrassed by the offers that arrived during the last 24 hours. I arrived first about 7:30 with the Cossie fully packed together with my son Martin in his Mk2 XR2 ready to set up. Now, I know most of you know that we have two new awnings, but you won't know that the collapsible frames each measure a foot square by just over 5 feet long in their stowing bags. You also won't know what a Krypton Factor job it had been figuring out just how I was going to get them into the Cossie - they were too long to go across the back seat and with the rear seat backrests folded down they were also too long to go in through the boot because of the high sill. They are also very heavy and just don't lend themselves to being manoeuvred around in tight spaces. Anyway, by 10:30 Friday night I had figured out that I could just get them in through a rear door and turned to go back into the boot space - the first one in of course cramping the space for the second one! On the bright side though, having carefully got everything out, these new awnings are so easy to put up that Martin and I had both sorted by the time Mark Elvin arrived in his Honda Insight and joined in to help with the rest.

We'd just got the awnings tied down and the display boards sorted when Mr Mouthy from the Mazda MX5 brigade arrived next door and hailed us pleasantly along the lines of "How much room do you need? We've got a lot of cars coming you know!". So without further ado and no argument we calmly moved everything along a car's width, fortunately to his obvious embarrassment and realisation that his gobbiness had been a bit hasty. About an hour later the cheeky so-and-so actually asked me if I would keep an eye on "their patch" as they were off to the track and were worried that

someone might take some of their space while they were gone. "Of course I will." I said and then completely forgot to do it - tut tut! I think I must have needed to take it out on someone though because as we straightened it all up and pegged it down again I watched Mark struggle to move a pair of display boards along under the awning (NOT an easy thing to do gracefully) before I told him that he'd just moved them from the right place to the wrong place. I think he was ticked off too though because he didn't seem to see a funny side to that and I had to move a bit quickly.

As the place started to fill we were joined by Kieron in his Astra, James Harrris in his Manta, Mark Wright in his Calibra, Lewis Bird in his Nova and Paul Bird in his MG TF Replica. Jerry Bath arrived a little later in the Elite and Dave Sulley and Ray Brownrigg parked up behind the stand with the Golf GTi ready to join the display if needed. After lunch Alan Spencer arrived in his trials Mini and, after Kieron mentioned that it looked too clean, he transferred some of the muck under the wheelarch to the paintwork. We were also joined by Steve Tilley who'd brought his Golf VR6 Auto which he has up for sale (so two of us had For Sale signs up that day).

There had been a change in the format for this year and the clubs were not offered free pre-11am track passes but just a discount (plus free entry of course). This suited us because we were really there to do a bit of marketing and it's better if the display of cars remains pretty much intact during the day. I did suspect though that it may have affected other clubs because it did seem much quieter during the morning this year. There was no pre-11am gridlock as last year however and the track sessions ran very much on time so I reckon Castle Combe has got it right. As the day progressed it got generally busier and the rain held off with a fair bit of strong sunshine. We all had spells of minding the stand or watching the fun on the track or wandering around the non-track areas and I think everyone had a relaxing day - it is strange though how seeming to do nothing can make you so tired!

A few of the BPMC party went on the track but lucky Lewis Bird got the best session by far. Lewis decided just after lunch that he'd cough up thirty of his hard-earned quids and go out on the "New-to-track" session (less likely to get it in the neck from Paul I guess if he played it safe). We'd heard that this session would be led by a pace car and would be restricted to 75 mph. It was due to be run at 2pm and about 1:45 Lewis drove off to queue up accompanied by Martin as passenger. Keiron, Mark Elvin and I went trackside at 2pm to watch and were a bit surprised to see only a very small number of cars going around the track in very free fashion - Lewis and Martin in the Nova being one of them. During the other sessions there were up to 30 cars on the track and 'incidents' were common but I watched Lewis come very smoothly around Camp a couple of times taking an expert line and with other cars nowhere to be seen. Strange, I thought, and we only found out later that Lewis had found himself in the lucky position of arriving on the track in a 'normal' session but one which was very under-subscribed for some reason. Martin was very impressed by the Nova and both had obviously had a very

enjoyable run.

We had a light but steady stream of visitors during the day, some old friends and some strangers, but all were interested by what we had to say and I think we'll have a few more members as a result. Two of the visitors were Richard Gould & John Enwright in their Formula 27's, one of which had had its front mud guard fly off on route! (Safely recovered though and stored in the passenger footwell pending reattachment.) By 4pm a lot of cars had gone and we decided to pack up - the whole thing again being made so much simpler by the new awnings. We also had a trial fitting of one awning frame into Kieron's Astra and found that it would just go in thereby offering another transport option. By 4:45 no-one would have known we'd ever been there and we were ready to leave.

One of the other changes Castle Combe had made was to try to persuade more clubs to put on a display with a club stand, and they had announced that there would be an award for the "Stand of the Day". I'd joked with Kieron that we'd been the only club with a stand for the previous two years but that this year I bet we'd not win. He'd agreed and remarked that as it was the VAG day it would be bound to go to one of the VW stands. Anyway, towards the latter part of the afternoon we were stood around chatting when a couple of official looking people turned up and told us that we'd won the award! Kieron very graciously asked me to accept it on behalf of the club and I also had the pleasure of being interviewed over the PA system for all to hear. It was the sort of thing that put the icing on the cake and, together with the all the people we spent time with, made all the effort for the day worthwhile. What was really nice was that Castle Combe obviously appreciate the work we are doing to promote motor sport at the club level purely for its own benefit and receiving the award on behalf of the club felt good.

Lastly I'd just like to say a special thank you to all those who came along on that day and helped to make it a success.



## **'Yes, I did do some work' - Part 2**

**by Martin Emsley**

I left Mississippi to fly into Houston, Texas, imagine my surprise it was raining, in my little perception it never rains in Texas, shock number 1. I just caught the connection to corpus Christi, my home for the next week. Again the hire car was supposed to be a compact, despite my charm and persuasion the girl was not gonna find me that elusive mustang. All the paperwork sorted when before signing examined the 'condition' document, stated car had chipped and cracked screen. No way would I take that so she pleasantly offered me a free upgrade to a Chevy Malibu. Now the previous week in the van I had a column auto shifter, in this car it was in the centre. I spent the rest of the week inadvertently switching on the wipers. I also had in my head everyone would be wearing boots and Stetsons whilst packing large firepower attached to their waist. Not so, I got that wrong too. Once again the training went very well, a great bunch of students who also needed reprogramming about their beloved Blue Angels. I rapidly came to the conclusion that I was tiring of American 'beer' and took up iced tea instead, or G&T though I had a strange experience during a 'happy hour' when a giggly barmaid mixed it 50:50, no wonder all were 'happy'. Also the food, sure large quantities, but I tired of it, did not think it that great, also service often too fast compared to what I am used to. Maybe a bit of a generalisation, I was to have some great eating experiences on the third leg of my trip. At one Texas restaurant I got asked not to return, some of the staff realised I was English, I started telling a few anecdotes, a few more joined in and folk were not getting served, oops.

Once again I toured the locality, found a small scrapyard, temporarily attached motor club stickers to a few wrecks and took pictures of them, joking



one was my hire car. The owner thought I was some weird dude but was very friendly, not friendly enough to break out the 'Bud' though. The countryside was open, flat and went on for ever, I had a 45 minute drive to work, one road being 22 miles long, straight with just an 's' bend, typical 2 lane blacktop. I would go in the dark, coffee in styrene cup placed in drinks holder, tune radio to Country &

Western not because I liked it but 'cause it was kinda appropriate and I did not understand the Mexican channels. Set cruise control to 70mph, then out of the darkness huge pick up trucks would occasionally hurtle past to wake me from my boredom, scary as my car barely came up to their wheel arches. Another thing I explained to anyone who I could get to listen is that I have and have seen almost every Clint Eastwood movie and car movie so I knew a lot about America. One of my all time favourites is 'Vanishing Point' another is 'Duel'. Those who have seen it will understand that I checked for a driver each

time one of those big rigs hauled up behind me.

This time I did not get so much access to the aircraft, however I did get to 'fly' a simulator which is another part of the training package. It was a case of being patient and waiting for the right opportunity, something I am not renowned for. The simulator is a real cockpit with surround screen, very realistic to aircraft including control weighting. Massively expensive to run, I was just to fly and the trainer knelt along side me on the platform to explain things and assist. I taxied out then took off just fine, I flew around a while getting used to the controls before doing a barrel roll at 4,000 ft above the airfield, great fun. The instructor suggested I come back around and do it at 500 ft above the main runway. I duly managed this but struggled a bit to keep the nose level with the horizon. A bit more trying other things then a loop over which made me feel a little queasy. I got into position to do another but failed to pull the stick back hard enough: we stalled, lost the engine. I regained control fairly easily and the instructor tried to relight the engine. First he tried under wrong conditions which in reality would have melted down the turbine, however we eventually got a relight at 400ft and with a bit of tickling managed not to hit the ground. By this time I was decidedly nauseous and tried to land, getting down ok then loosing it on rudder and brakes. We reset approach, I must say I'd had enough and once again landed then crashed. Enough, great experience and tremendous fun, maybe one day I can try again.

I went to San Antonio for a day to see the Alamo, glad I went but I had imagined this place in the 'desert', no it is now in the middle of the town and quite a small enclosure really. Fascinating from a historic viewpoint. The town fiesta was starting that day with many colourful and noisy events going on. I walked across town to the Mexican market and bought some great gifts. The place was buzzing, live bands, food stalls: turkey legs, roasted corn, nachos, Tacos etc and beer tents. It was a superb atmosphere. I rested, had a beer and chatted to a couple of local Hispanic lads. We had a hoot, though they suggested things became really lively and good at night, I was not going to stay. I looked around a few more places before driving back, eating seafood



overlooking the bay and watching the sun go down, an excellent day. Next morning I toured the USS Lexington, a retired carrier, it was fascinating; self guided tours with information sheet and great notices. The scouts and schools hold 'camps' on board which must be fun. It was big and very impressive, taking a good 4 hours to go all around. Out of respect I refrained from putting a motor club sticker on it.

Of course I needed to see some motor racing, having missed out on the drags in Mississippi, insufficient time to do it all, I enquired in Texas. I had the choice of national Drag racing at Houston which would have been superb was an awful long drive, or the Corpus Christi quarter mile tarmac oval. Now this I

had never seen before, it was in the back of beyond. Open track all day for practice start ceremony at 8.00, no times on the programme, just events, 'will finish when were done, been here 'till 2am some weeks' I was told by Mr T Bear, the wrecker driver and first person I met. He was a real racin' fella, we had a chat and he sorted out for me getting paddock access too. The stands were pretty full, good selection of fast food and beverages available, even the toilets were pretty good. Of course there was safety wire all around, however you are close to the action. I went and stood



on a platform used by the teams to 'spot' for their driver, they then tell him of potential hazards via the radio link. Got talking to a big fella who went on to explain he owned the car and his son drove it, very much a family set up. He showed me the car, introduced me to everyone and I was made to feel very welcome. I will not try to explain the different classes but theirs had to have 51 motor, std chassis and suspension pick up, though much modified for one way ovals and 'steel body' all held together with a massive spaceframe. I suggested putting a sticker on the car and they were very enthusiastic, putting it on the outside 'so the spectators can see it'. They invited me to hang out with them, preparation being getting it off the trailer, getting in and starting up. We watched a few 'interesting' races then our car went out for the heat. It won very comfortably, set a new lap record for class at 16secs meaning pole for the final. Before that we had the feature race of 22, 600hp monster saloons charging around for 125 laps doing 13 second laps. The pace car was employed a number of times, it was very difficult to keep up with the leaders, such noise and spectacle all under floodlights. Finally our race was on, I had been introduced to loads of people as some kind of celebrity, don't know why. Our man led the whole race; there were a few pace car laps and



some pretty spectacular mishaps, it all happens so quick. We held our breath during the final few laps then all were leaping about, hugging and 'yee hawing' even me. The formality of post race scrutineering involved checks on carburettor chokes then a small celebration, no champagne!! I had to have a picture with driver, trophy and sticker on car, was ecstatic but eventually had to bid farewell to these fine folk and get back to the hotel.

Week 3 I took the opportunity to stay with my Aunt in Charleston, N. Carolina. We had a super time my cousin; Annette, just a bit younger than me lives with her family just around the corner. They all looked after me regally. I saw a lot of the sights, beautiful, and learnt a lot of the history. The American



Civil War started there and I got embedded in a lot of the legacy. I also got to visit another retired carrier the USS Yorktown, again very interesting. They are tearing up the wooden deck as it has deteriorated badly in places and I purchased a small piece in the shop, a great souvenir. They took me to some real swell dining places, my favourite, a seafood place, looked out over the river, fishing boats and whilst we ate in the picture window pelicans flew in and out and two dolphins played. Superb. They also got me a Mustang, just what I wanted, a '67 fastback, though it is 1:25 scale and I have to build it myself. On the last day at a market with my cousin, on one stall there were hand painted signs, very nice and tame, like 'Life's a beach'. I saw the forth one down and rocked with laughter, my cousin asked what and all I could do was point. It said 'Shut up and let's shag'. She understood my mirth, in America it is a dance, one reason why the Austin Powers movie was not a huge hit. She really appreciated the joke and spent the rest of the day telling any one who would listen. A waitress rather coloured up when it was explained to her though upon leaving she asked if I would like to spent the afternoon s.....g? Sometimes it is definitely better not to know!!

I was also invited to a Rotary breakfast which was a humbling and most enjoyable experience and there are many more tales, maybe another time.



## **Club Visit - David Sutton Automotive Group Saturday September 25th**

We have been lucky enough to have arranged a visit to David Sutton Automotive. David Sutton are the only private team ever to have won the World Rally Championship – twice, in 1981 with Ari Vatanen and David Richards in the Ford Escort RS and in 2003 with Martin Rowe & Trevor Agnew / Stig Blomqvist & Ana Goni using the Subaru Impreza WRX-STI.

The company is also involved in the preparation, management and restoration of historic rally cars. We will have the opportunity to visit the David Sutton Rally Car Museum - a collection of the finest rally cars in the world. Many of these cars have won major events. The list of cars include Audi Quattro, Mini Cooper, Ford, Volvo, Lancia, Renault, Alpine, Peugeot, Talbot Sunbeam, Lotus, and many others.

Situated in Daventry, Northants the visit will be for about 2hrs from 10am.

Following a pub for lunch we will then go to Coventry transport museum, hopefully with a tour. This museum has undergone a major face lift recently with a new frontage and five new galleries. Star of the show is Thrust SSC, which has joined Thrust 2 at the Museum.



We will be arranging a minibus for transport. There is no charge but it is on 1st come 1st served basis, preference to club members + one guest initially.

We are asking those who attend to make a donation of £5 to goto St Peter's hospice – hopefully we can raise £100 to St Peters.

If you would like to go contact Martin emsley on 01454 250067 or e-mail martin@emsley.ndo.co.uk

## **June Club Night Report - WH Bence**

### **Coachworks**

**By Kieron Winter**

At the June club night we were very pleased to welcome James Brown who is the Managing Director of WH Bence Coachworks. WH Bence have two factories in Yate, I am sure that many members will have seen the Formula One racing team transporters parked in their yard.

James began his talk with a film of some work he had done for customers in Saudi Arabia. There is still a strong Bedouin influence in Saudi, but people of wealth do not jump on a camel and head off into the desert these days, they do it in 4x4's. Well this client wanted to do it in a lot more style. Winnebago motor homes do not get on very well in sand, so this client decided to use a tractor and trailer unit as the basis of his motor home. However if you want to do it in style, then you need five of them! The five units link up together to form luxurious living accommodation, which is self-sufficient in the desert.

Another video showed a six-wheeled extended length double Decker coach, which was built for a client. This lower deck was fitted with water and fuel tanks, generators and a kitchen area, and the extended height upper deck was the living area. In fact the health of the customer was not so good, so he had a lift installed to get to the upper deck!

When the company started out in 1983 it was not in the racing car trailer business, it built ambulances, fire engines and mobile medical units. In fact there is a good chance the National Blood Transfusion Service, "Blood mobiles" you may have seen were built by WH Bence.

The motor sport business came about when one sports car racing team had some very specific requirements for their racing trailer. They were not happy with prices being quoted and through a friend of a friend came into contact with James. WH Bence was able to design a trailer for them and for a price they were happy to pay. The business then grew and today many of the trailers incorporate a living or office area as well as accommodation for the racing car.

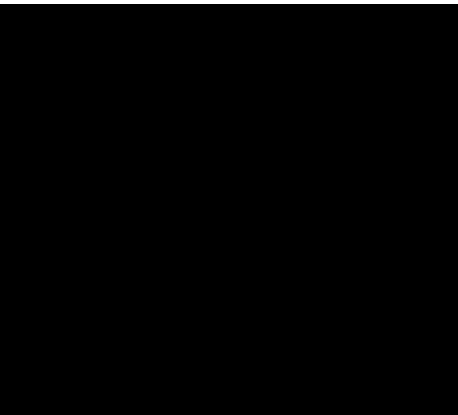
When BAR entered Grand Prix racing they commissioned WH Bence to build a team trailer, it has a wrap around panoramic glass window at one end, which made it very distinctive in the F1 paddock. They also built the hospitality unit. From a single trailer unit, the roof could be raised to turn it into a double Decker unit, and then an awning could be pulled out, meaning it was now two story and glass fronted. It appears that this caused some jealousy in the Paddock and it ended up with Bernie banning the use of the upper glass fronted area. As Formula One is famous for it's one up-manship, all the other teams have now invested in similar extravagant units to host their corporate guests.

At the factory in Yate, the company employs their own designers who will create a vehicle to a client's exact specifications. They will then build it and fit it out using their own electricians and carpenters and then paint it in their own paint bay. In fact the company is to invest in a paint oven to speed up the painting of a trailer, which can take up to a week depending on the complexity of the artwork. They are also involved in the refurbishment and conversion of older units.

The obvious question is how much does it all cost, well the basic trailer unit based on a refurbished unit will cost £52800 + VAT. From that price, it then rises depending on what additional item you want such as under floor lockers, windows, additional generators and electrical equipment, air conditioning, awnings and of course the paint work.

It was a very interesting talk and many members took the opportunity to talk to James afterwards. Thanks also go to Martin Emsley for arranging the talk and hosting James during the evening.

## **Castle Combe Club / Test Day – 31<sup>st</sup> July**



Once again this event is proving very popular with members. The club has sold it's allocation of spaces for the track runs, but anyone who has not yet entered should do so as soon as possible as the Mini Cooper Register have not sold their allocation and therefore places are still available. Booking forms are available from Kieron Winter or can be downloaded from the web site.

As well as the cars taking part in the track action, the Club Stand will be at the circuit. We will be promoting club motorsport, so if you want to find out more about the events we run or would like to introduce a friend to the club them do come along. There is no charge to get in the circuit, the Tavern clubhouse will be open for refreshments or bring along a picnic and join us at lunchtime at the club

stand. Alan Spencer has arranged for the classic bike club to call in for lunch during a run and you will have the opportunity to talk to the riders and look at their bikes.

For those getting to the circuit early in the morning there will be a chance to take a look at some Lotus cars. The Seloc Lotus enthusiasts club are organising a Charity Run and Castle Combe is one of the starting venues. The cars will arrive from 8.00 and will have left by 10.00. There should be over a hundred of them and they will be parked in the overflow Paddock area, next to the Paddock that we will use.

We will be running a charity raffle on the day, Martin Emsley has already gathered some great prizes together (but it is not too late to make a donation of a prize to martin) and on the day Tim Murray will be the chief raffle ticket seller. If you are not able to make it to Castle Combe on the day, then you will not miss out. Please contact Tim or Martin and they will arrange to get some raffle tickets to you.

## **Two Club Sprint**

The Regulations for the Two Club Sprint at Colerne Airfield on Monday 30th August are due to be issued this week. Entries Secretary, Kieron Winter can provide you with a set of Regulations or they can be downloaded from the web site.

As usual we need the support of members to help run the event, the course is set up on Sunday 29th and we need marshals for the event itself on the 30th. If you have not received a marshalling form (and returned it) from Bob Hart, then please get in contact with Bob Hart or Clerk of the Course Martin Baker. They will be very pleased to give you details of marshalling and how you can help. Remember that no spectators are allowed into Colerne, so what better way to see if Dave Cutcliffe can defend his FTD against the National Sprint Championship contenders, than being at track side as a marshal.

## **Midsummer Madness - A Treasure hunt**

**Martin Emsley & Chris Goodchild**

Maybe not the best idea for England to play the night we have a treasure hunt, why did they not ask us first? Madness, still it is good to have some dedicated hardy fellows, and gals who were prepared to come out and give it a go. When Chris volunteered to organise the event he needed someone experienced to show him the ropes. He drew a short straw and got me, I think we managed to learn some of the 'how not to do it' tips. We cut it fine arriving at the finish, having watched all the game, would it be the first time organisers have incurred a time penalty?

The biggest lesson is not, as an organiser, to make the event too complicated

and keep the scoring simple. We managed to bamboozle ourselves, only thanks to Andy Moss were we able to correct; it did result in 2nd and 3rd places being reversed, sorry.

So the longest day took the crews from Chipping Sodbury, north via Horton, Hawkesbury and Hillesley, through Kingswood to a turn point at Howley. Returning south through Charfield and Cromhall to the finish at Tytherington. Seven crews braved the beautiful sunshine of the longest day, all making it to the finish with some complaint or another. Apparently one of the directions was 'dodgy' obviously the crews did not read the route correctly. There were route questions and sign pictures for variety and just for fun some questions did require the crew to leave the car. We believe we got a correct answer for every question.

Thanks and congratulations to all who took part, as we said on the instructions: You will curse the organisers, it is compulsory, and they did.

The results:

1st	M Baker / L Bird	131.5	
2nd	J Corfield / K Winter		122
3rd	P Bird / J Bird	108	
4th	A Moss / L Moss	102	
5th	M Astin / M Marples		94
6th	N Wood / S Childs	69.5	
7th	I Hall / J Hall		49.5

## **Bitz & Pieces**

### **HELP! - Your Club Needs You!**

We have no takers to date to organise and run our 19th November Nav Ex. Note that this is a BPMC only event and is programmed as a Navigation Exercise and not a Navigation Scatter but please feel free to volunteer and do either.

**[www.motorsportauction.co.uk](http://www.motorsportauction.co.uk)**

This is a version of eBay that started up on May 31st and which specialises in Motorsport items. It's well worth a look even if you're not buying.

### **John Corfield's Cossie**

John's still got his Sapphire Cosworth for sale but had no interest so he's putting it on eBay early in July with just a £5,000 reserve. If you're interested at that price then give him a call quickly - 0117 98709763 or 0771 7677271.

**Clubmans Championship 2004 to the June Treasure Hunt  
Results prepared by John Corfield**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
25.65	Paul Bird	1	7	Yes
24.48	Andy Moss	2	6	Yes
24.33	Martin Emsley	3	5	Yes
18.37	Dave Cutcliffe	4	4	
18.32	Martin Baker	5	4	Yes
17.18	John Corfield	6	4	Yes
15.63	Matt Marples	7	5	
12.87	Chris Goodchild	8	4	Yes
9.87	David Adams	9	3	
9.74	Kevin Jones	10	2	
9.58	Alan Spencer	11	3	Yes
8.96	Paul Rowbottom	12	2	
8.67	Pete Crudginton	13	2	
8.57	Kieron Winter	14	2	Yes
7.79	Paul Draper	15	3	
7.57	Jeff Bruce-Southern	16	2	
6.72	John Mearns	17	2	
6.52	John Johnson	18	2	
6.05	Andy Rigler	19	2	Yes
6.05	Dick Craddy	19	2	Yes

**Marshals Championship 2004 upto June Treasure Hunt  
Results prepared by John Corfield**

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
5	Dick Craddy	1	2
5	Kieron Winter	1	4
5	Lewis Bird	1	4
3	Bob Hart	4	1
3	Ian Hall	4	1
3	Martin Baker	4	2
3	Martin Emsley	4	2
2	Alan Spencer	8	2
2	Andy Moss	8	1
2	Andy Rigler	8	1

# Bristol Pegasus - Fantasy Formula 1

Upto US Grand Prix - Prepared by Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Martyn Davies	Alonso	Button	Renault	BAR	629
2	Donny Allen	Heidfeld	Baumgartner	Ferrari	Renault	625
3	Simon Tidmus	Barrichello	Alonso	Renault	Sauber	621
4	Martin Baker	Massa	da Matta	Ferrari	BAR	609
5	Paul Wiese	Panis	Pantano	Ferrari	BAR	583
6	Chris Lewis	Raikkonen	Trulli	Renault	BAR	571
7	Andy Moss	Barrichello	Baumgartner	Williams	BAR	542
8	Tim Murray	Alonso	da Matta	Ferrari	Minardi	532
9	Elisabeth Lewis	Coulthard	Alonso	Renault	BAR	520
10	Dick Craddy	Barrichello	Pantano	Williams	BAR	512
11	Caroline Meaden	Barrichello	da Matta	McLaren	BAR	482
12	Martin Emsley	Montoya	da Matta	Renault	BAR	476
13	Tom King	Barrichello	Raikkonen	BAR	Jaguar	473
14=	Anne Draper	Trulli	Webber	Williams	BAR	465
14=	Kieron Winter	Trulli	Webber	Williams	BAR	465
16=	Jonathan Prestidge	Trulli	Button	Williams	Jordan	458
16=	Liz Moss	da Matta	Panis	Ferrari	Jordan	458
18	Mark Elvin	Button	da Matta	Williams	BAR	457
19	Mal Allen	Pantano	Bruni	Ferrari	McLaren	444
20	Rex Meaden	Button	da Matta	McLaren	Renault	428
21	Alison Emsley	Alonso	Heidfeld	Williams	BAR	424
22	Paul Draper	Fisichella	da Matta	Williams	BAR	380
23	John Page	Raikkonen	Alonso	BAR	Jaguar	362
24	Mary Craddy	Alonso	Button	McLaren	Jaguar	356
25	Alison, Josh, Dominic Bennett	Montoya	Panis	Renault	Jordan	352
26	Louella Holsman	Coulthard	Trulli	Williams	Jordan	349
27	Arthur Tankins	Raikkonen	Trulli	McLaren	Jordan	308
28	Chris Goodchild	Raikkonen	da Matta	McLaren	BAR	307
29	Andy Laurence	Montoya	Raikkonen	Sauber	Minardi	276
30	Chris & Sam Bennett	Massa	Pantano	Williams	McLaren	227
31	Mark Williams	Montoya	Heidfeld	McLaren	Jordan	225
32	Pete Stowe	Klien	da Matta	Williams	McLaren	203
33	Helen Davies	Raikkonen	Sato	McLaren	Jaguar	188
34	Alan Spencer	Montoya	Webber	Jaguar	Toyota	182

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