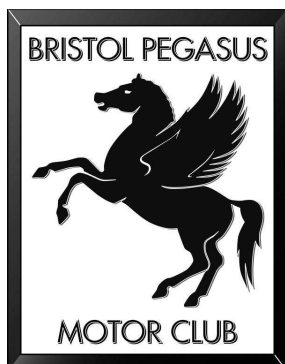


Backfire

June 2003



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

Cover : 2003 Llandow Sprint
Westfield test their new 4X4 Model - Photo : Andy Moss

Backfire

The Bristol Pegasus Motor Club June 2003

Monday 9th June Club Night

Join us at the Wheatsheaf, High Street Winterbourne, come along for a beer and a chat - from 8.30pm

Saturday 14th June CCC Day Castle Combe

Just to repeat the details from last month's issue.....

We're making the CCC day a regular event in our calendar. The CCC Day offers big crowds, a great atmosphere, a chance to meet fellow club members, display our cars and project our club message to current and potential members, plus the chance to drive the challenge of the Castle Combe Circuit. As a club we get a free stand, 12 free admission tickets for those who display their cars and 6 free tickets for the lapping sessions that are run before 11am (additional sessions can be purchased on the day for £18).

So far we have the following volunteers.....

Kieron Winter - display car.

John Corfield - display car plus track pass.

David John - display car plus track pass.

John Moon - display car.

Martin Emsley - display car.

Paul Draper - display car plus track pass (Paul Bird unfortunately being injured).

Chris Goodchild - display car plus track pass.

Alan Spencer - display car.

That leaves space for another 4 cars and leaves 2 track passes up for grabs. So if you're free that day and you'd like to help your club then please contact John Corfield. (If my list isn't right, by the way, then please let me know without delay!)

Monday 16th June Treasure Hunt

John Corfield and Andy Moss have been working hard on the route and the questions with an emphasis being placed on testing your eyesight and vigilance. The route uses good roads and the directions are straightforward so if the weather's nice it should be a pleasant drive. So make a note in your diary, sharpen your powers of observation and prepare to cuss the organisers at the end - its traditional!

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

Saturday 5th July Bristol Motor Club Castle Combe Sprint

The regs were posted out on 6th May so last year's competitors should all have received them. They are on the BMC website (www.bristolmc.org.uk) and John Corfield has plenty of copies. The event is again sponsored by Chipping Sodbury Caravans. The closing date for entries is Monday 9th June and the entry fee is £72.

Monday 7th July Treasure Hunt

This will be organised by Martin Emsley – The event will start and finish at The Wheatsheaf Inn, Winterbourne 172/651810½

Saturday 19th July BPMC Club Day at Castle Combe

Booking forms for the track sessions have been available for a few weeks now and were brought to the May club night meeting. The closing date for bookings is 29th June but it's worth checking with Kieron Winter first as the 55 places have been going very quickly. The charge for the session tickets is £92.

Details of Events on this Page are compiled by Competition Secretary John Corfield. For further information contact John on 0117 9870763 or e-mail john_e_f_corfield@hotmail.com

Dates for August - make a note!

11th August - Club Night
18th August - Treasure Hunt
25th August - Two Club Sprint at Colerne

Affiliation with BAWA

For many years the club has been affiliated to BAWA, however in recent times we have seen the number of members who are employed at BAE SYSTEMS and Rolls-Royce fall. The club has moved to hold club nights at the Wheatsheaf where guests and potential new members can come along to the club night without the problems of getting into the BAWA building at Southmead Road.

It is a requirement of the affiliation that all members of the club should be BAWA members, either full members for employees or recreational members for non-employees. As the club no longer uses Southmead Road, the reason for staying affiliated became less obvious.

Following a meeting with BAWA management, it was with mutual agreement that the Club would disaffiliate from BAWA. The members of the board at the May meeting agreed this.

Air Track Motor Racing

Club members have been offered a 5% discount on basic travel packages offered by Air Track Motor Racing. Air Track have been

organising visits to Grand Prix and Le Mans for many years, but have now expanded into visits to Historic Race meetings and World Championship Rallies. To take advantage of the discount you will need to quote the Bristol Pegasus Motor Club account number **062170** and your club membership number. Brochures are available from Air Track Motor Racing at 16-17 Windsor Street, Uxbridge, Middlesex UB8 1AB, telephone 01895 810810 or you can get details from their website www.airtrack.co.uk

Association of South West Motor Clubs

At the next meeting of the Association of South West Motor Clubs (ASWMC), one of the items on the Agenda is a Club Forum. This is the opportunity for clubs to debate problems that are causing concern to the Club or its members. There will be the opportunity for open debate and possible resolution. The ASWMC also has a voice with the MSA via the Regional Committee.

If you have any issues that you would like raised at the meeting then please let Kieron Winter know of the details. The meeting is on 29th June, but the ASWMC would like the issues put in writing before the event, so that enquiries can be made prior to the meeting.

Track Day – 19th July

The track day is filling up fast, therefore anyone not yet entered should do so as soon as possible. The entry form can be found on the club website or is available from Kieron Winter.

The Cotswold Circular Treasure Hunt

Martin Baker & Lewis Bird

Or: From Tolkein to Jeffery Archer via Winnie The Pooh – with Mars Bars.

The route for this treasure hunt was inspired by a long walk around about half of it undertaken by Martin last September. (For the record, it was the section from the garage in Charfield to the Renishaw sheep, about 12 miles worth.) It was noted during this ramble that there were a lot of features that might make for an interesting event, subject to sorting out –

How to double the length of the route;

What sort of gimmicks could be included;

Which unsuspecting mug, sorry, keen volunteer, could be persuaded to help with the setting of the exercise.

In reverse order, Lewis was chosen to assist as a) he's local (despite Clan Bird migrating to Badminton Station), b) he can write, c) his younger eyesight would help find obscure clues, d) he has a devious mind and e) the experience of learning how to set an event would do him good. Of course, he would have to be trusted not to divulge any plans to the rest of his family, who were bound to be among the participants.

The first gimmick arose straight out of the need to extend the original route. It is unusual for the start and finish to be in the same place, so that's what we went for. This gave us a loop from The Buthay pub in Wickwar via West End, Charfield,

Lower Wick, North Nibley, Waterley Bottom, Wooton, Kingswood and Hillesley back to Wickwar. This strategy also meant that we wouldn't have to go very far for dinner!

As it has been a long time since any competitor has been required to actually *collect* treasure on a BPMC treasure hunt, we thought we'd redress the balance. However, we decided that instead of asking for wild flowers, empty crisp packets, bits of stone etc. (as have been requested in the past), we would ask for something useful – a Mars Bar each! A bit cheeky we know, and hopefully not the start of a trend – but is 66p too much for an evenings entertainment?! We even informed the crews where to obtain these delights, having told the shop beforehand that they were likely to do good business that evening. And nearly everybody got that bit right...

With the route and questions sorted, we noticed that a literary/arts quiz, covering everything from Charles Dickens to Laurel and Hardy could be slotted around the event – so that's what we did. Most of the crews worked out the link between the quiz questions and the route questions. Mr. Spencer's answers, however, are not fit to print in a publication such as "Backfire".

On the night we signed on seven crews in the Buthay car park and settled down to watch them try to find the "archer" – on the pub sign – which nobody actually managed, despite passing it twice on the road! The competitors did indeed included Paul and Judith Bird, but as Paul had suffered a fracture of his writing hand (we think that's what he said) some 48 hours earlier, they had

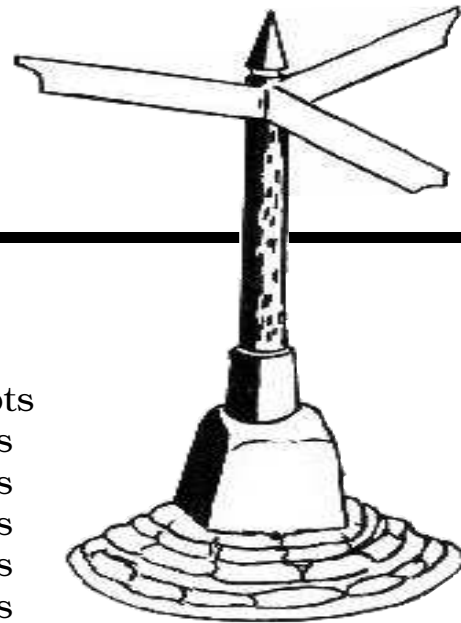
enlisted the help of Charlotte Johnson to actually fill out the answer sheet. After a short while we toddled up the road a bit to observe the competitors at Q13, 300 yards from the start but a 3 ½ mile drive... In hindsight (a wonderful thing) it may have been better if the route instruction there had said "Turn left at triangle **for Charfield**", as one or two apparently turned off at the previous triangle and got temporarily lost. In mitigation, at that point they couldn't have had answers for questions 11 and 12, so had no business doing so! It was interesting that Nick and Cherry, on their first ever treasure hunt, had no trouble at all with the route.

So, back to the pub for a most enjoyable meal and to await the return of our crews. There followed the usual arguments about the answers to the questions, but the creatures at Grey Barns were definitely unicorns, and there were indeed two stone owls (although admittedly one was a little worse for wear). We also managed to get our own names into the event, as in St. Martin's church at North Nibley and Lewis Builders of Waterley Bottom. Nearly everybody spotted the bus timetable that was nowhere near a bus stop, but almost none found the Royal Irish Regiment in Hillesley, which we thought was rather more obvious. Be that as it may, we went home six Mars Bars each (and a free drink) better off!

The results proved that it was a close competition – and that there had been no collusion within the Bird household!

Prizes of an alcoholic and confectionery nature (bought at

discount from a well-known supermarket chain) were awarded to the first three finishers, which meant that at least eight people went home happy !



Results

1) Andy Moss/John Corfield	111 pts
2) Martin Emsley/Kieron Winter	108 pts
3) Mark Astin/Matt Marples	94 pts
4) Paul & Judith Bird	93 pts
5) Nick Cook/Chris Goodchild	89 pts
6) Nick Wood/Cherry Robinson	82 pts
7) Alan & Mrs Spencer	70 pts

Now that's a daft colour

Car colour is more important than you think. Not only do certain colours make you more likely to be a victim of car crime, they affect the way other road users treat you, indicate your profession, reveal your age, give clues as to how likely you are to break the law, even declare what rugby team you support. Most importantly perhaps, they can have a dramatic impact on your wealth.

Choose a car in a boring brown or the wrong red and you could reduce its resale value by as much as 10%. And the more expensive the motor, the greater the negative effect.

For a second-hand Ford Focus you're probably looking at a premium of about £250 for a good colour, for a BMW 5-series that's £1,000, and if your Ferrari isn't red it could cost you £10,000.

You could be in trouble if the colour doesn't match the type of car, too. Bright colours generally work best on sports cars and hot hatches. On

anything else they are a mistake.

Volkswagen managed to sell 113 models of its Polo Harlequin, a car with every body panel painted a different colour. Sales of Minis covered in the stripey daubs of the British fashion designer Paul Smith were similarly pitiful.

According to research drivers of pastel cars are far more likely to be victims of road rage than those of other colours. They are also eight times more likely to suffer from depression than drivers of blue or silver vehicles.

According to the motor insurer Admiral, drivers of green cars are the most likely to have a driving conviction. If red is so suited to sports cars, why is it by far the most popular car colour among women drivers aged 55 and over? It's as difficult as explaining why surgeons go for silver cars, police officers purple and vicars white. Yet they do, according to Admiral. It also found that the Welsh are 19% more likely to own a red car than people elsewhere in Britain, while Scots are

15% more likely to drive a blue car. Admiral believes it's partly down to rugby fans picking cars that correspond to their national colours.

If you're buying a car and want to make the most money when selling it on, avoid garish colours like yellow, unless it's a sports car, convertible or hot hatch. And if you're buying an executive car go for silver, blue or black. If you're after an ordinary saloon get an optional metallic colour. You will more than make up the difference in cost when you come to sell it. Flat colours are also out when it comes to sports cars. Avoid white or brown and some of the wishy-washy reds. If you want a red car go for the classic pillar box colour.

One final point about red cars. Anecdotal evidence suggests that they could marginally increase your chances of being stopped by the police. Former policemen say they have heard of colleagues playing "snooker" while on patrol, pulling a red car, then a coloured car, then another red, then a colour to see who can build the biggest break. However, you'd have to be very unlucky to bump into one of the few bored officers who have taken part.

Red Several studies agree you are creative. The bad news is you could well be a Welsh woman over 55

Yellow Hooray! You are spontaneous and lively. But, alas, more likely to be convicted of careless driving

Pastel Oh dear. You are eight times more likely than drivers of blue or silver cars to suffer depression

White The favourite choice of vicars,

it reveals you to be fastidious, anxious and hesitant on the road

Green You are conservative but have a wild streak: green drivers are most likely to be caught speeding

Blue Quietly confident, don't seek attention but get results. Bully for you. And you may well be Scottish

Black Several studies concur: you are ruthless and keen to exert your authority. Or else you're a cabbie

Colour facts

Most popular colours for cars

- 1 Blue 6.76m
- 2 Red 6.58m
- 3 Silver 3.16m
- 4 White 3.14m
- 5 Green 2.93m

Cars most likely to be stolen

- 1 White
- 2 Black
- 3 Grey
- 4 Yellow
- 5 Red

Alone Again (naturally) (Going SOLO)

*Club Member Martin Emsley reports
on the BMC Solo event at Aust*

What is the most fun you have ever had on 4 wheels? Well, come on be honest. I thought mine was when a certain Felicity Kendall (that dates me!!) accepted my offer of dinner at a country pub, accompanied by lashings of crystal clear, cooled, 6X, then later my Skoda ran out of fuel in a country lane on that balmy summers evening, the rest I leave to your imagination.....or was I just dreaming ? as usual.

Last years pioneering solo was good, no it was bloody brilliant and yet this years was better!! How so? Well for starters the organising team hassled the competitors (us) for feedback, suggestions, improvements, comments and criticisms, they listened, acted and put them into place for this year and it worked; brilliantly. So it rained at the start and finish, monsoon more like, did it really matter? No way, and I am convinced the organising team will be looking to fix that for Octobers event.

If you have never gone 'SOLO' (no, no sexual implication intended, its your minds) you have missed a treat, I think, combining Autotesting and Sprinting, the best bits of both disciplines. Despite much encouragement I did not keep smiling all day, too busy desperately trying to get the old grey matter suitably engaged to do the 'new' Citroen and imaginative tests justice. The courses were varied and though appearing relatively simple offered challenges needing employment of slightly different techniques and approaches. Test number 2 was my particular favourite, being quite technically demanding; thinking as much about the approach to the next 'bend' as what was going on in the current one, great for my 'restraint' and theory of; going faster slower, unlike Colerne which I just overdrove.

The event was slick, on time and most importantly enjoyable with some 38 entries, blooming excellent, in fact more may have created problems. On second thoughts maybe I should not tell you how good it is. Self sustaining

marshalling due to the group rotation system and preparation means there ain't no time to get bored, or socialise with those outside your 'group'. You are involved the whole time, great. Only observation which may make it even slicker is marshals to stay on post until relieved, to hand over to the incoming marshal and brief them on the markers / area of course covered by the post.

There was a large entry in a huge variety of machinery, mostly being standard road cars of one sort or another. My favourite was Mark Williams in his very yellow V8 Marlin Sportster. Much power and marginal grip especially in the wet made it very entertaining and spectacular to watch, Mark's permanent grin just got wider and wider in direct proportion to how sideways the beast got, good on ya mate, smiles there were in abundance.

How did I do? As I wrote this only 2 hours after the event finished, I really do not know. I am sure the results are elsewhere in the magazine, I am not sure it matters that much, for me it really was the taking part that counted and I am still wearing a silly grin. Just an observation, and they know who they are, it was a shame that all did not take their turn when it came to marshalling, I guess there will always be people like that. There were lots of photographers there on the day, if anyone has pictures of the White and Blue Citroen AX we would love to hear from you. Many thanks to the organising team for their efforts it really is appreciated.

FORTY YEARS AND MORE WITH MOTOR CARS

By Richie Devall - Part 2

During the 80's we became regulars at Castle Combe race meetings and our favourite race was the Special GTs with Steve Roberts in his Mini powered Davrian. We used to watch at Camp where the Davrian always looked and sounded impressive being a lot faster round the corner than the big V8 Camero of Fred Henderson which would hurtle past the Davrian down towards Quarry. As a result we all became Davrian fans even though at the time I did not know much about them.

We went to the Kit Car Show at Stoneleigh in 1987 and there was a Mk 4 Davrian for sale there which looked like a 2/3 scale real car! I went home to think about it and a few weeks later went to Exeter to have a closer look. I could not actually get into the driving seat as

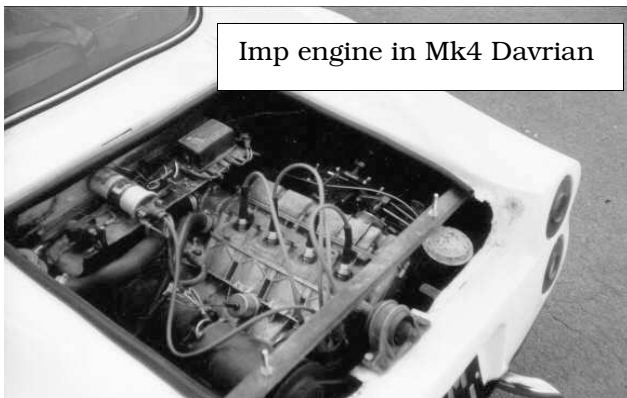
the sunroof and pedals made it impossible so I shoehorned myself into the passenger seat and went for a short ride. The owner explained that you could only drive for 10 minutes without it overheating but he did not know why, however I could not resist buying it even though I still had the Burlington.

I paid £1000 for it in May '87. The bodywork had been refurbished and resprayed but the engine was a worn 875 Sport, it did however have twin 40's on a competition exhaust/inlet manifold and an R17 cam. The overheating was primarily due to the previous owner moving the radiator to the front but not allowing enough airflow for it to work effectively. I took the sunroof out and replaced it with a Perspex panel to give more headroom and made a new pedal box to give more legroom, fitted the interior with leather cloth covered door panels and dashboard and modified the bonnet to include an air exit for the radiator. I drove it for a short while with the existing

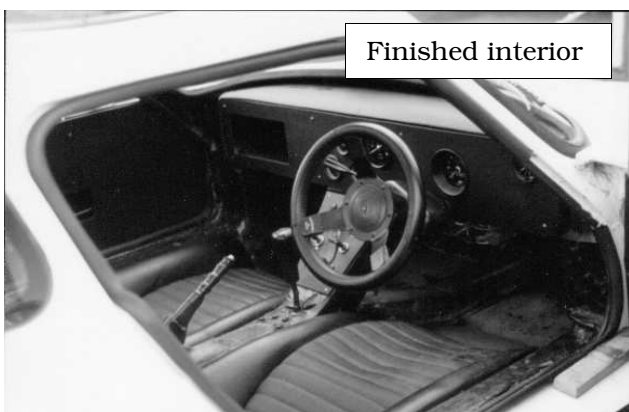


Burlington + Mk4 Davrian

engine and then built a new one with a stage 3 Wills ringed head with the help of Nick Stagg. I suppose I spent about £1000 on it in total. It was a lot quicker with the new engine but there was probably more to come as I never had the carbs or timing properly set up on a rolling road. The car was very exciting to drive and seemed very fast with incredible road holding although visibility was always a problem due to being so low to the ground. Driving in the rain was a pain as the water would come over the front wheel arches and into the foot wells.

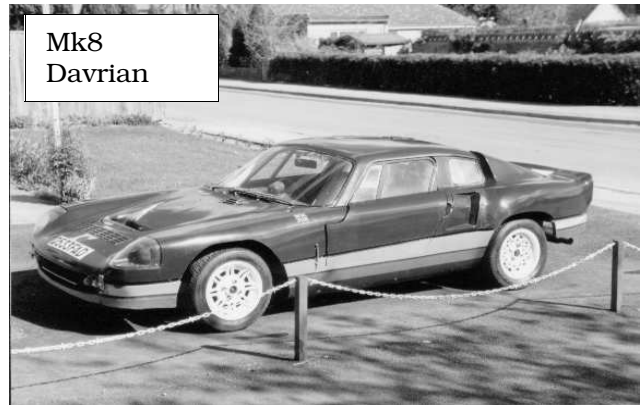


After a couple of years I part exchanged the Davrian for a cheap TR7 which had a recon engine but needed some bodywork repairs and paint. The handling was a bit suspect but replacing the bushes in the rear axle locating arms transformed things. This was part exchanged after a few months for 1275 Mini which also needed a bit of



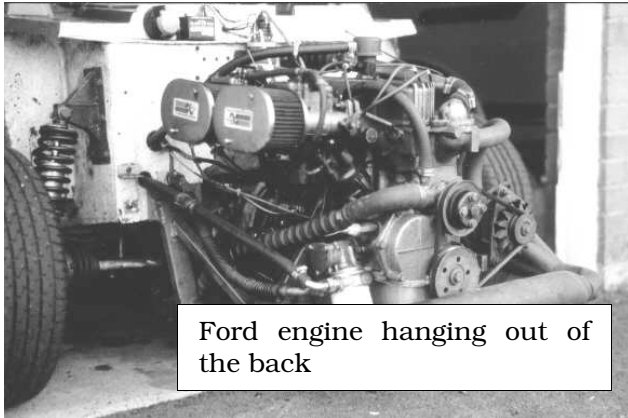
work to sort it out which was sold

after about a month. I was embarrassed to be seen in the Mini as it had white 8-spoke wheels with aluminium arch extensions, blackened windows and was covered in surfing stickers. The young lady who bought it was so keen on it that she could not wait to get the cash out of her handbag. After this lot I was a few hundred pounds in pocket and had gained more useful experience. The Davrian turned up a few years ago on the Technical College car park at Filton and the current owner, who lives at Westerleigh, has sprayed it BRG and it looks great.



Towards the end of '89 I saw an advert for a Mk8 Imp powered Davrian for sale in Motoring News which was a car I had seen racing in the Kit Car series but when I phoned it had been sold. However the seller told me of a Ford powered Mk8 for sale without engine and box and I ended up going to see it. This car, which had been fitted with a Ford FVA and 5 speed Hewland box, was a forest spec rally car with a heavy weight shell (it weighed 750Kg). Pat Longhurst, one of the two Davrian works drivers, had bought the car to add to his collection, and it was raced briefly in the Kit Car series by Derek Buckton who used to drive some of Pat's cars. After a few races the engine broke and as it did not

handle well due to the heavy Ford engine hanging out the back, Pat decided to sell it rather than rebuild the engine. I went to Leeds to see it where it was under a tarpaulin in the car park of the Renault Dealers where Derek Buckton worked. I ended up buying it for £3750 and by the middle of October 1989 it was in my garage.

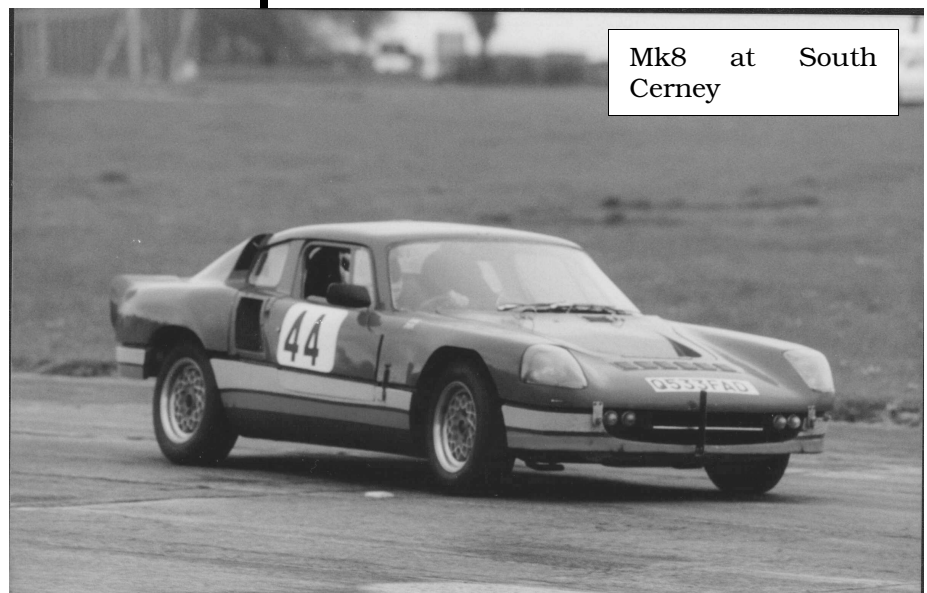


Ford engine hanging out of the back

I fitted a VW Beetle transaxle and initially ran it with a second hand 1300 engine before getting Nick Stagg to build me a fast road spec 1700 x-flow. My first track experience was the 1990 BAC Club test day at Castle Combe where I set off round the track instinctively keeping to the left. When I came off after the first session Terry Sanger, who was the instructor of the day, said he would show me how to do it and he squeezed himself into the driving seat, and off we went. To this day it was the most exciting ride I have ever had and after making sure everything worked, Terry chucked it into Quarry exiting with the tail well out saying, "It's very safe, just keep your foot down and it will pull

itself straight". After that I was hooked and in May 1991 I did my first sprint at Colerne followed by a couple of hill climbs and 4 further sprints that year. I was always conscious that the car was tail heavy which meant rigorously sticking to the rule about finishing braking before you turn. I got it wrong at Old Paddock at Castle Combe on one occasion and travelled down the track like a 'stick with a lead weight on the end'. I kept in touch with Derek Buckton who had raced the car and he said that the technique at Quarry was to not use the brakes at all but to put the car sideways on entry, this would scrub off the speed and you would be pointing in the right direction on exit – I never tried it! I did lots of laps of Combe on various test days which gave me the chance to try different lines and braking points to see what worked best for me. I also did the Prescott hill climb school which was excellent although the lack of space (banks and trees, etc) and precision required was a bit overwhelming. I did 7 sprints in '92 and just 1 in '93.

On a parallel 'track'. In 1991 there was an advert in the BAC club



Mk8 at South Cerney

magazine for a Clan Crusader that required a bit of work to make it roadworthy so my eldest son, Pete, and I bought it with a view to it being his first car and it went into the garage alongside the Davrian.

The person who sold the car, Mike Bell, had been a very active club member who was having a clearout before moving to another part of the country. He had modified it for sprinting, had used it briefly but it had engine problems and he left it untouched for some time. The wheel arches had been cut away and extended but otherwise the body was sound, the engine was of no use but it did have twin 40's on a combined exhaust/inlet race manifold. The wheels were wide alloys with slicks fitted which I believe had come from Ian Hall's Davrian. Included in the deal were a load of spares including 998 Imp pistons and a light weight tilt bed trailer. I sold the trailer locally to someone who had several traps (as per 'Pony and Trap'). The engine was stripped down and the bits advertised in Motoring News and sold very quickly, particularly the race manifold which went for £60. The person who bought it said after we had agreed a price that the going rate was about £250 even for tatty ones, which probably accounted for the 20 or so phone calls I had. I had not realised that the response would be so great but apparently there was a lot of interest in classic rallying and Imps were especially popular. We had some wheel arch edges made by a Clan specialist and

fibreglassed them on and stripped and filled the body ready for painting. The same specialist provided a useable engine for us and we started to put the car together. By that time we realised that it would not be a very practical first car for Pete especially as the insurance quotes were horrific. So it was all sold with the rolling shell going to an Imp/Clan enthusiast who was already building a new Clan. Overall we made a profit of a few hundred pounds, learnt quite a lot and it was good fun.

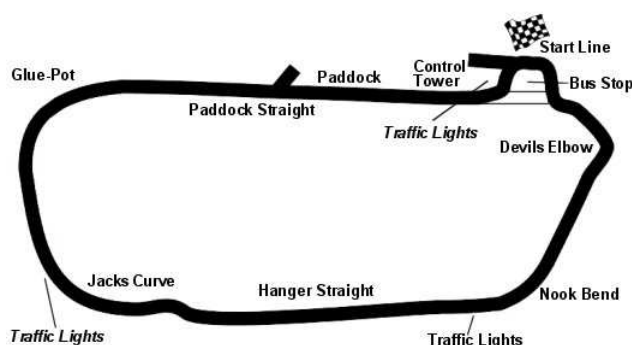


At around the time that the Clan went, Pete passed his driving test and bought a 1975 Mini. This worked OK for a few weeks until the front bodywork 'fell off' due to rust and so we put a fibreglass front end on. This was the start of several years of mending Minis with replacing sub frames, welding sills and other bits of body and mending engines. After a couple of different Minis Pete and I built a fast road 1100 engine, again with help from Nick Stagg, which went very well for a few years until Pete moved on to bigger cars. In the meanwhile my younger son, Rob, had also bought a Mini so the sub frames and welding, etc. continued.

The Bristol Llandow Sprint 26th May

By Martin Baker

This was our second venture – or should I say joint venture – into south Wales for sprinting activities, and it's still very true to say that we're still learning. The biggest lessons that we took away from this year's event appear to be - don't run a week after another ASWMC championship round at the same circuit, and try to avoid first-division play-off day in Cardiff!



Of course, due to last year's one off Jubilee Holiday, our sprint at Llandow this year was brought forward a week to the "proper" May Bank Holiday Monday. Unfortunately, Welsh Counties had run there on the previous Saturday (a traditional slot for this club) and the knock-on effect was a reduction in our entry list. The inaugural event attracted about 100 competitors, this time round we struggled to entice our break-even figure of 80. It is believed that the reluctance of ASWMC contenders living south of the Severn to make the trip to Glamorgan on consecutive weekends was a factor in this. As to the footie play-offs, there was much muttering in the paddock about wishing to avoid the possible congestion on the

M4, as a result of which there was only a limited take-up of the offer of an optional third run (of which more anon.)

It was, however, pleasing to note that the pre-ordered good weather turned up and stayed all day, allowing me to open the driver's briefing with "Welcome to sunny Llandow." I then handed over the rest of the briefing to Dave Potts, who, as part of his Clerk of Course training, must give such an address in the presence of the MSA steward. And yes, this year the appointed MSA steward did turn up! And that was a good thing, as we had an incident that required his involvement...

Nearing the end of first practice, the Westfield of Michael Smith lost its rudder on the back straight, mounted a four-foot vertical earth bank on the infield, *flew* over the top of said bank and landed on all four wheels at an angle of 90 degrees to its original trajectory. I was unsuspected, unfortunately, so I don't know how this wondrous feat was achieved. As a precaution, the duty paramedic decided that Michael should be sent off to Bridgend Hospital. As soon as you hospitalise anybody from a motor sport event a whole rainforest of forms have to be filled out by the MSA steward and the Clerk of Course. Thankfully for all concerned these things happen rarely, and I am pleased to report that the driver returned to the circuit later that day with a clean bill of health to retrieve his slightly bent motor.

We also had a potentially interesting incident or two when the course control start-light release button

decided to take itself out of the loop, which meant that a couple of cars started on the say-so of the start line marshal and timekeeper only. Luckily, this happened only when other cars on the track were nowhere near the Bus Stop/startline area, so no damage done. The solution was for control to radio the start line when the course was clear until the problem was sorted. Which I understand from the timekeeper that it did all by itself!

The rest of the day was relatively incident free, and I was able to watch from the balcony such sights as Mike Rudge in four-wheel drifts around the bottom bend, and Simon Hemmings proving that his mighty Porsche isn't just suited to the wide open spaces of Colerne. It was interesting to note how many cars go through the Bus Stop chicane on three wheels. I know from experience that Golfs are likely to do it, now I know that Polos, 205's, Citroen AX's and in fact a fair few other front wheel drive road cars are prone to this habit if handled enthusiastically enough. Neil Briant's Toyota was again worth the price of admission, but to the disappointment of many John Corfield didn't ruin any tyres at this event. A slightly shorter lap (effected by moving the finish line a few yards, which also helped reduce the incidence of three-point turns on the circuit) and a dry day made for some fast times.

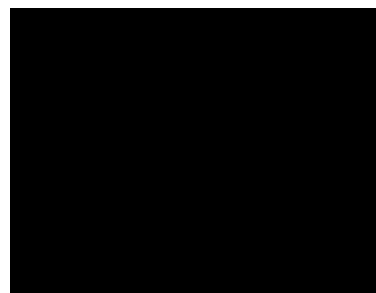
With competitive runs done and dusted by 2:45, I was able to confirm that third runs were available for those who wished to have them. The take-up rate on this offer was less than 50%, but at least that allowed the secretarial team enough time to sort out the awards.

Sadly, BPMC members were not very well represented at the prizegiving, although Bernie Humphrey collected a 2nd place in class A2 and Martin Emsley just missed the same award in class A1 by a quarter of a second. FTD went to Roy Sims in his Magnum 843, a full second ahead of...David Sims in the same car! A summary of results follows.

Even allowing for the time it took Paul Draper to pack up his tent, and to throw the digital photographers out, I think we all comfortably missed the football traffic around Cardiff. Thanks as always to the organisational team and of course the marshals (we could have done with a few more of you), one or two of which had an extra treat at the end of the day.

Chuckles (1) – signs directing football supporters from Sheffield on the M4. In Welsh.

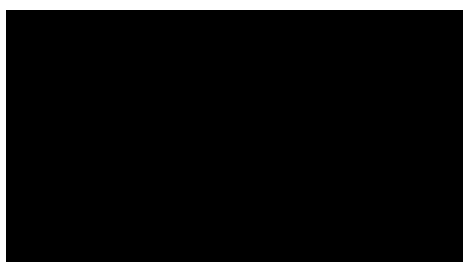
Chuckles (2) – On my way to Llandow that morning I passed a car identical to mine in every respect apart from being an "S" plate against my "R", and with a lady driver. A few yards in front was a Dolomite Sprint, obviously on the way to the event, the male driver of which blew me a kiss as I overtook. I sought out this competitor in the paddock to inform him that improper advances to the Clerk of the Course would incur a ten-second penalty. "I'm sorry", he said, "I thought you were my wife."



Bristol Pegasus Fantasy F1 2003

(positions after Monaco GP)

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Mary Craddy	R Schumacher	Alonso	McLaren	Jaguar	206
2	Kieron Winter	Alonso	Pizzonia	Williams	McLaren	204
3	Pete Stowe	Montoya	Alonso	McLaren	BAR	192
4	Chris & Sam Bennett	Fisichella	Firman	McLaren	Jordan	185
5	Mark Elvin	Raikkonen	Webber	Williams	Toyota	184
6	Jeff Spencer	Coulthard	Button	McLaren	Toyota	182
7	Andy Moss	Webber	Button	McLaren	Renault	176
8=	Dave Cutcliffe	Raikkonen	Pizzonia	Ferrari	Toyota	171
8=	Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota	171
10	Matthew Watts	Barrichello	Alonso	Renault	BAR	159
11	Alan Spencer	R Schumacher	Coulthard	Jaguar	Toyota	150
12=	Chris Lewis	Coulthard	Button	Renault	Toyota	147
12=	John Page	Alonso	Villeneuve	Ferrari	Toyota	147
12=	Tim Murray	Alonso	Villeneuve	Ferrari	Toyota	147
15	Alison & Josh Bennett	R Schumacher	Coulthard	BAR	Minardi	146
16=	Liz Moss	Coulthard	Fisichella	Jordan	BAR	144
16=	Louella Holsman	M Schumacher	Wilson	Renault	Minardi	144
18=	Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault	143
18=	Martin Baker	Alonso	Heidfeld	Ferrari	Jaguar	143
20	Mark Williams	Firman	Panis	Ferrari	Jordan	142
21	Alison Emsley	R Schumacher	Button	Jordan	Jaguar	132
22	Arthur Tankins	Trulli	Webber	Ferrari	Minardi	130
23	Steve Conner	Firman	Button	Ferrari	Minardi	129
24=	Dick Craddy	M Schumacher	Frentzen	BAR	Toyota	128
24=	Mal Allen	Firman	Button	Ferrari	BAR	128
26=	Donny Allen	Heidfeld	Verstappen	Williams	Sauber	123
26=	Paul Bird	Heidfeld	Firman	Ferrari	BAR	123
28	Judith Bird	Button	Panis	Renault	Jordan	120
29	Elisabeth Lewis	Montoya	Panis	Renault	Minardi	117
30	Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota	115
31	Martin Emsley	Heidfeld	Panis	Ferrari	Minardi	102
32	Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota	98



Bristol Pegasus Clubmans Championship

(up to Llandow Sprint) - Results prepared by John Corfield

Points	Name	Position	Events	Organised
23.03	Mark Astin	1	5	Yes
22.20	Matt Marples	2	5	Yes
21.95	John Corfield	3	6	Yes
21.42	Paul Bird	4	5	
17.93	Andy Moss	5	6	Yes
14.31	Howard Johnson	6	3	
13.88	Martin Baker	7	3	Yes
12.37	Martin Emsley	8	3	Yes
11.75	Dave Cutcliffe	9	3	
10.20	Kieron Winter	10	2	Yes
10.02	David Adams	11	3	
9.78	Pete Goodman	12	2	
8.95	Chris Goodchild	13	3	
8.85	Bernie Humphrey	14	2	
7.34	Cherry Robinson	15	2	Yes
7.34	Nick Wood	15	2	Yes
7.00	Dave Sulley	17	2	
6.68	Alan Spencer	18	3	Yes
6.63	Dick Craddy	19	2	Yes
6.58	Andy Rigler	20	2	Yes

Bristol Pegasus Marshals Championship

1	7	Martin Baker	1	3
2	6	Dick Craddy	2	3
3	4	Lewis Bird	3	3
4	4	Malcolm Allen	3	3
5	3	Bob Hart	5	1
6	3	Kieron Winter	5	2
7	2	Alan Spencer	7	1
8	2	Andy Rigler	7	1
9	2	Lesley Hart	7	1