

Backfire

June 2004



BRISTOL PEGASUS



MOTOR CLUB

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

Cover Photo : Wessex Sprint 2004 - Martin Emsley reveals his plans to enter the Citroen in the "modified" class

Monday 14th June - Club Night - Wheatsheaf Inn - 8:30pm

Guest Speaker: James Brown Managing Director of W H Bence Coachworks Ltd will give an illustrated talk, about the trailers they build especially for F1 and rally teams and how they are kitted out.

Company Profile

The Factory

W H Bence operate from two sites in Yate which is situated near Bristol and close to the M4 and M5 motorways. Both are in the ownership of James Brown. The coachworks premises has a 20,000sq ft factory containing a large paintshop, service bay, steel fabrication shop, woodwork shop, 5 trailer assembly bays and a trailer maintenance bay. The factory was built in 1988. The Badminton Road site, also in Yate, is approximately 60,000sq ft and is used for vehicle storage and by the transport department. W H Bence consider themselves to be leaders in the field of specialist vehicle coachbuilders of both rigid, articulated and towing trailers.

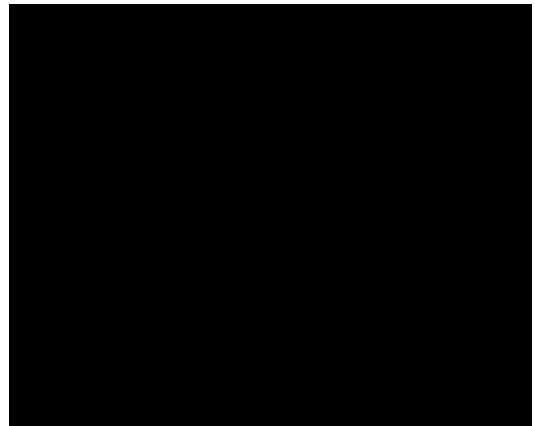


Monday 21st June - Midsummer Madness Treasure hunt

The June Treasure Hunt is Organised Martin Emsley & Chris Goodchild. Start is the car park off the B4060 Chipping Sodbury, MR 172 727824

As this is a challenging 'hunt' we are allowing more time than usual. Start from 7.00, though start will be open until 7.30 for later arrivals. finish for all 10.00 at The Swan, Tytherington. All you require is a pen / pencil and something to press on.

If you have any questions please contact the organisers.



Monday 5th July - Treasure Hunt

Monday 12th July - Club Night - Wheatsheaf Inn - 8:30pm

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

For further information contact John on
Telephone 0117 9870763
e-mail john_e_f_corfield@hotmail.com

As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP backfire@bristolpegasus.com Fax (0870)139-2108 - Club Website WWW.BRISTOLPEGASUS.COM



Saturday 31st July - Castle Combe Test Day

Once again the Club will be visiting Castle Combe circuit on Saturday 31st July for the annual test day. This gives you the opportunity to drive your car around the race circuit. Unlike the Action Day's held at Castle Combe, we only have six cars on the track at a time. This allows you plenty of space to go at your own speed with minimal interference from other cars. There are a limited number of spaces available on the day, therefore you are recommended to get your booking in as soon as possible.

For further details of the day and a copy of the booking form, please contact Kieron Winter on telephone 01275 373363 (home) or 0117 9796515 (work) or via email kpwinter@ukgateway.net

Invitations

12th June - CAR-nival Sprint

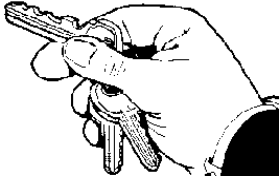
"This will be the 8th year of the Abingdon Motorsport CAR-nival Sprint and the 2004 event looks likely to be the biggest and the best yet" says the introduction. I'm inclined to believe them as they have an entry list of 150 that is always oversubscribed such that no spaces are being reserved for Championship Contenders - it's all first come first served. The entry fee is £75 (£85 after 2nd June) plus a mandatory Charitable Contribution of £15. The message is pretty obvious here - get in quick or don't get in at all!

12th June - VAG Action Day at Castle Combe

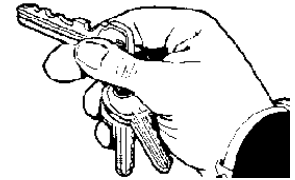
This is your next chance to respond to the call YOUR CLUB NEEDS YOU! The VAG day features VW, Audi, SEAT and Skoda and all you need to do is to bring your car along, park up in front the posh new club awning and do nothing more than relax and help us talk about the club for the day. We need 12 cars and the owners who have volunteered so far are Kieron Winter, yours truly, Martin Corfield, Paul & Lewis Bird, James Harris, Mark Wright and Jerry Bath, Andy Moss, Mark Elvin and Alan Spencer. This means that we're still a couple of cars short with no reserves so please contact John Corfield if you'd like to come along. If there is a rush I'll take offers on a 'first come' basis.

Saturday 3rd July - BMC CC Sprint

Regs are available from the BPMC and BMC websites and John Corfield has a number of copies. The BMC Sprint uses the shorter 1.55 miles, three-quarters of a lap course. Entries close on 7th June and the entry fee is £76. Please bear in mind that if you're not entering you can always help by marshalling in which case please contact Bob Hart.



Chairmans Chat - Rain and Shine



I find it hard to believe that we are now into June, (it seems that Christmas was only the other week) but looking back we have got many events under our belt, and many of the affected by the wonderful British weather.

Back in January, John Corfield and myself toured the Autosport Show to look at pop-up awnings to replace the Club gazebo, which had a tendency to take flight when the wind blew up. A purchase was made and we have already tested its ability to keep the rain out and to act as a sunshade.

Not affected by weather are the Club nights at the Wheatsheaf. We started the year with Gerry Bath bringing in brochures and photos from the European Museums that he has toured over the past few years. In February we were joined by Richard Day who gave us a talk on the cars of Ettore and Jean Bugatti. During his talk Richard spoke about a project he was building in his workshop at home. He was commissioned by the De Dietrich Association to build a replica of the De Dietrich Type Five designed by Ettore Bugatti. He had taken two years to build the car and he was taking it to an exhibition in Strasbourg for its first public viewing. However when he stopped overnight at his son's house in Hounslow, West London, he awoke the next morning to find the van in which the De Dietrich was travelling had been stolen. The story made the national TV and Press. Does anyone know if this story has had a happy ending?

In March Dave Cooper visited us from Track Developments. Dave gave a talk on car handling. He kept the science to a minimum and talked about how to set up a car's suspension. There was a lively question and answer session as members asked about their own cars and the problems that they wanted to overcome. One area I was not aware of was the different characteristics of different tyres, Dave talking in particular about Toyo tyres. I can't remember all the technical stuff, but I note that a certain Renault 19 that we see out Sprinting now sports them.

In April we had our third guest speaker in a row, when Colin Rawlinson gave an illustrated talk on 500cc racing. Colin told the story of the birth of the 500cc racing movement in Bristol and how it grew in stature to play a major role in the growth of British motorsport in the post WW2 years. Colin had pictures of the many varied cars that were constructed and the drivers who went on to greater glory after starting out in 500cc cars.

One event not affected by the weather was a skittles match in March. We received an invitation from Bristol Motor Club to join them in their new meeting venue on Hambrook common. Our team consisting of members and their children managed a win (keeping up the tradition of the karters). We

then had a game of killer, and young Pippa Emsley was determined that the £20 on offer was going to be hers. One by one people fell out leaving Pippa the clear winner. Thanks very much to Phil Rumney for organising an enjoyable evening.

On a sadder occasion I joined members of Bristol Motor Club, along with many others from the world of motorsport, at the funeral of Dick Mayo. My first memories of Dick come from the Two Club Sprint. On the original Colerne Sprint course, Dick was Clerk of the Course and used to run the event sat in his chair (wearing his red Alfa Romeo hat) on top of a fuel bunker. As we had no radios, Dick could observe the whole course from this vantage point. At the showing of a red flag, he would run down, jump into his car and then head out on course to sort out the problem. At Colerne today we have the use of the Control Tower and full radio coverage; the Clerks of the Course are a lot more laid back these days!

In April we returned to our new venue for PCT's at Dundry. This year it was a joint event with BMC and we had an excellent entry of 19 cars including a Bugatti, which had been out the previous day trialling in Scotland. Unfortunately it started to rain just before the event started which made it difficult to get around the field let alone up the hills! Well done to Donny Allen, Bill Farrow, Paul Bird and Secretary Andy Moss who joined me out in the elements marshalling. In fact we even had a brief hailstorm, which I'm sure gave extra grip to the Daewoo James and Mark were driving. Later that afternoon back home I was cleaning the mud off my boots, and would you believe it - the sun came out!

I am afraid the wet weather gear got another testing at Colerne for the Wessex Sprint. Bob Hart's marshals briefing was cut short as the heavens opened and the convoy runs and early practice runs took place on a very wet track. At times you could see some cars creating a bow wave of water. I am sure you will read elsewhere about the accident to the Emsley/Moss Citroen AX. Thankfully Martin was not seriously hurt, but was sore for a week or so after the event. The event was won by Dave Cutcliffe, keeping up his record of FTD at the Wessex Sprint.

The Sprint at Llandow was hit by poor weather also, after a dry morning it started to spot with rain just as the afternoon runs started. It was a consistent drizzle all afternoon, however all of the single seater drivers kept their slick tyres on. Dave Cutcliffe took another FTD. However from our marshalling position on the start line we were kept entertained by some of the Westfield's who seemed to lose grip going through the Bus Stop chicane and got into some very lurid slides. On more than one occasion we were treated to a doughnut to get them going back in the right direction.

Well we have also had some nice weather so far this year, one occasion being the Frenchay History Society transport day. Nine members brought cars along for the display, which was held in bright sunshine. The new club

awning offered some very welcome shade; one of those taking the opportunity of some shelter was Paul Parker, Chairman of BMC. It was a great shame that the Italian car day was not blessed with the same weather. Nick Wood and his fellow organisers had put a lot of work into the event and were rewarded with an excellent turn out of cars, including the first sight in the UK of the Maserati Quattroporte. The club stand shared space with a street full of Ferraris, we got into the Italian theme with Nick's Alfa and the Maserati of Reg Palmer, however, we were allowed a bit of licence with Bill Farrow's Morgan and Ian Hall's Darrian. With little encouragement from the Organisers, we got Ian to start up his engine, that Rover 5.2 litre makes a glorious sound and it is even better bouncing off the walls of Small Street.

On the day that Paul Draper was leading our Karters to victory at Castle Combe, I went up to watch Ian for my first visit to Mallory Park. There is a great up-hill hairpin corner in which rear wheel drive cars with plenty of power get into some great slides – this included Ian in practice. Pete Stowe wanted to take a picture of Ian leading a pack of car's on the first lap, but Ian made such a good start that by the time he got to the Esses he had pulled out a large gap, there were few other cars in the photo! Ian's main opposition in the race pulled out with mechanical problems and his main problem was getting through the back-markers. As I walked around the circuit I could not help but compare it to Castle Combe. Howard Strawford and the team have done an excellent job over the years in upgrading the facilities at Combe and keeping the place very smart and tidy. Mallory has a very modern Control Building and you have to walk no more than 200 yards to find refreshment facilities, but it could do with a bit of smartening up and a few litterbins that you would find at Castle Combe. I understand that a new lease has been taken out on the circuit, and this is what they plan to do over the next few years.

That's enough of a ramble for now, there are plenty more events to look forward to, a summer season of Treasure Hunts, our second visit to Colerne and two visits to Castle Combe for the Test Day on 31st July and the Pegasus Sprint on 16th October. I hope to see you either as a competitor or marshal.

Silverstone – Historic Meeting - 4th June

By Martin Emsley

They say nothing in life is free, or is it the best things? Several years ago Silverstone stopped its annual historic Festival, more the pity. I used to love it, always rated it as the best weekend of motorsport during the year. My biggest buzz was getting there early and being around the ERAs as they were woken from their slumbers. The noise and smell would set me up for a great day. It was also fantastic to see them in action on the track being able to see the driver at work. On one occasion helping David and Debs Franklin with the McLaren, going down on the grid, then standing on the pit wall for the rolling

start as the huge V8s thundered by, the earth really shook. I mostly recall them being a week or two after the GP, blistering weather which often led to fuel vaporisation and overheating problems, good days, great memories.



Not greatly advertised was the event run over the weekend of 5th / 6th June. Now Motorsport magazine had it down as a 3 day event whilst Autosport had it as 2. Failing to establish an answer Andy and I went up on the 4th. We drove straight to the main gate and parked beside it. Asking where to go next the security indicated we should walk straight through. By the time we got to the pit garages we had established a) if tickets were needed, we had not come the right way and b) there

was a fabulous array of machinery. Some had already arrived for the historic event whilst others were somewhat newer.

What a day we had, barely any public, a test day with sessions split open wheel and closed wheel. Access was everywhere, and that included the pit wall even though we maybe ought not to be there, and of course the garages.

We saw 4 Lola T70's run, some modern Le mans type machinery including an awesome noisy twin turbo Nissan engined projectile which was monstrously fast. How about the 'New man' Porsche 936, I have an idea Ayrton once drove this car? !970's F1 machines: Wolf, Hesketh, McLaren and a really original Bugatti T35, the list goes on Ford F3L, 3 Ford Falcons etc.



In the middle of the morning we could hear a modern F1 car, certainly not on the circuit. We knew the contemporary boys had been testing the previous 2 days, and we saw the hospitality units being dismantled. So we went to

investigate, in the middle of the circuit is a straight piece of tarmac upon which were 5 jaguar lorries. We watched a while as they 'fiddled' then ran the car up and down a couple of times before the next 'tweak' and so on. It really was awesome accelerating and being able to see that a number of times against the barrier maybe 20 feet away was really something. Hopefully we got some good photos. The weather was overcast, we had just one or two spots of rain, nothing much, perfect, comfortable conditions.

So all it cost was a tank of fuel and some food & drink, a wonderful day out.

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

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
24.33	Martin Emsley	1	5	Yes
19.79	Paul Bird	2	5	Yes
19.51	Andy Moss	3	4	Yes
13.21	Matt Marples	4	4	
13.08	Dave Cutcliffe	5	3	
13.03	Martin Baker	6	3	Yes
12.87	Chris Goodchild	7	4	Yes
9.87	David Adams	8	3	
8.58	Alan Spencer	9	2	Yes
7.86	John Corfield	10	2	
6.79	Paul Draper	11	2	
6.05	Andy Rigler	12	2	Yes
6.05	Dick Craddy	12	2	Yes
5.79	Mark Roberts	14	1	
5.64	Pete Goodman	15	1	
5.57	Richard Gough	16	2	
5.57	Rob Freelove	16	2	
5.38	Paul Perkin	18	1	
5.29	Tony Thorp	19	1	
5.17	Howard Johnston	20	1	
5.17	Jonathan Milne	20	1	Yes

Marshals Championship 2004 to the May Treasure Hunt Results prepared by John Corfield

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
5	Dick Craddy	1	2
3	Kieron Winter	2	2
3	Bob Hart	2	1
3	Ian Hall	2	1
3	Lewis Bird	2	2
2	Andy Moss	6	1
2	Andy Rigler	6	1
2	Tim Murray	6	1
2	Lesley Hart	6	1
2	Martin Baker	6	1

COSSIE FOR SALE

Sierra Sapphire RS Cosworth 2wd Feb.1989 F262PVW. Magenta red metallic with grey cloth interior - body & trim 99% original with some minor panel repairs over the years. 57500 genuine miles with lots of history and its previous owners nearby. Bought from Ford dealership in 1990 and mechanically developed over the years for competing in Clubsport Sprints & Hillclimbs. Escort Cosworth block; TurboTechnics hybrid turbo; St.3 Mountune chip; RS500 intercooler; Scorpion st.steel exhaust; Lowered & uprated springs; Leda adjustables all round; Yokohama A032R's. 300bhp and 300lb.ft. at modest boost. Original suspension available plus a second set of standard wheels. Mostly maintained and worked on by Interpro, Bristol. Alarm and Thatcham Cat.2 immobiliser. Average of £1600 spent each year (£23k to date) to maintain the vehicle in competitive form eg LSD and rear shocks rebuilt 2000; gearbox & clutch replaced 2002. Overall a nice and normal looking road legal car which can be taken straight onto the Clubsport track and be competitive or just become someone's pride and joy. £7,500 or offers (owner not easily offended). Car needs to be sold as I'm waiting to start an XR2 track car project with my son. Call John on 0117 9870763 (Bristol) or 0771 7677271, or e-mail on john_e_f_corfield@hotmail.com.

Banes Baffler Treasure Hunt 17th May Lewis Bird & Martin Baker

It was on a bright sunny evening that five crews turned up at the lay-by to the south of Keynsham for the first treasure hunt of 2004. Indeed, the weather was in stark contrast to that experienced when the route was surveyed, when it poured with rain all afternoon. This meant that the vast majority of answers could be found without leaving the car.

The route took in some delightful country lanes around Compton Dando, Farmborough, Priston, Peasedown St John, Shoscombe, Wellow and Midford to a finish at The Wheatsheaf at Combe Hay. Following the stick we got last year for the Mars Bars there was no treasure to collect, but we did add a complication by asking some additional questions scattered along the route. The only one of these that wasn't answered by anybody was the one right at the start concerning a frog riding a tricycle, even though one crew parked right next to it!

Having seen the crews off, and waited for any possible stragglers for a few minutes, we took a short cut to question 13 (located at the New Inn, Farmborough) for a well-deserved dinner break before trundling to the finish pub to meet and greet the crews. We seemed to have got the balance right this year, as even Spence said he enjoyed it!

The results –

1) Andy Moss/Martin Emsley	160 points
2) John Corfield/Kieron Winter	134
3) Chris Goodchild/Alan Spencer	130
4) Paul & Judith Bird	125
5) Mark Astin/Matt Marples	124

Suitable prizes, purchased at discount from a well-known supermarket, were awarded to the first three crews. See you next year!

‘Yes, I did do some work’ Part 1 - by Martin Emsley



‘Did you actually do any work?’ is probably the most asked question when I tell people of my latest adventure. America, three states in three weeks, but why did I go. I train people on servicing and overhauling the Adour engine, which is in the Hawk and Jaguar aircraft. It is also used by the US Navy in an aircraft called the Goshawk, a derivation of our Hawk, which is used as part of an integrated training programme for pilots in the fast jet, carrier landing part of the syllabus before they graduate onto Hornets and ‘Top Gun’ Tomcats. I was to go and carry out two maintenance courses at Meridian in Mississippi and Kingsville in Texas. I went on my own but was well looked after by the local staff.

My only previous experience of the good ‘ole US of A being Florida and the Disney theme parks, so I had a slightly distorted view of the country and the culture. First stop Meridian, arriving late, very late was taken to the hotel. The following morning was collected by car and taken back to the airport to get my hire car, however I had forgotten my driver’s licence by which time the courtesy car had gone. After a kind sole drove me there and back again we started sorting. I asked if my Mustang was there to much mirth, the Mustang being a reoccurring theme of the trip. I had threatened to buy one and ship it home, even the classic car rag I read on the way over recommended now as being a good time to do so. Anyway I was supposed to have a ‘compact’ Chevy Cavalier I think, just finishing paper work and they realised I was leaving from Jackson, so offered me a Jackson vehicle at no extra charge, no mustang but a Le Sabre, whatever that is, the name put me off, or a Chevy people carrier, yes that would do very nicely. I drove off with very good instructions and directions, got lost on the way to hotel to pick up gear, got there eventually. Then on to base which should have taken about 30 minutes. I had been told to look out for the road works, I did, though some 15 miles further down the road I realised I had missed the turning. The countryside was very beautiful, wooded and green, lovely houses well spaced, many churches and the

obligatory car in the yard slowly decomposing. I got to the base after 3 hours, to much Mickey taking. It was a very interesting place, great people and much going on. The course was very good, we had a lot of banter, they had an air display the week after I left and the Blue Angels were demonstrating so I took every opportunity to persuade them the Red Arrows are the world's best, even making them watch some video I had with me.

I tend to only sleep at the hotel going exploring after work, and of course eating out, some places good, others well..... First night the waitress' second comment to me was 'You ain't from round these parts are ya' there is much to be said for the American education system. Another night, they say it is 'backwoods' in Mississippi, the waiter asked me what I wanted to drink, 'Beer' said I to which he enquired 'Coke, diet coke, sprite or fanta?' slight pause then 'You'se wanted a beer, did'nt ya' I hope he did not own a gun, it did not bode well for getting the right dinner order. On the base there was non-stop flying, my access was nigh on unlimited, I spent time with the crews on the line and in the engine bay.

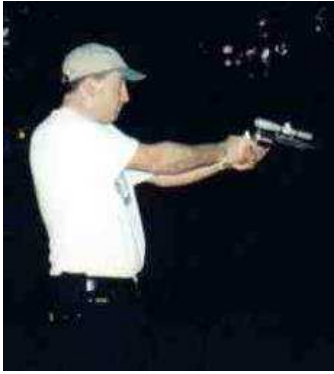


Whenever I go away I take some BMC stickers so we got some on the aircraft and took some pictures. Much amusement. Another evening I sought 'Downtown' Meridian, followed the signs but came to the conclusion someone had stolen it, a theory I later expounded to my students who agreed, there ain't much in meridian. On one of my drives found a lovely little scrap yard, it was closed, but joy there was a white probably

'65 Mustang notchback, 6 cylinder I guess. Looked just great for me, and one of the secretaries offered me use of her yard to work on and store it in. I saw the Chrysler Crossfire at a dealers and after a bit of chat got a CD brochure, they would not let me adorn it with a motor club sticker though.

Leaving work one evening and one of the guys suggested going to his place for a beer, great sitting on the porch with a beer, lovely place, huge with land and a lake £75k to you Sir. We then went to see a real 'Redneck' down the road who has a Jeep. Real backwoods fella, obligatory jeans, denim shirt, baseball cap, no shoes in a garage with no sides and a huge fridge filled only with beer. Most welcoming we chatted, went for a drive around boggy field in the Jeep before watching the sun go down and sampling moonshine, very good it was too.

We had a great BBQ another night here I got to shoot .44 magnum and an assault rifle at targets, moderately successfully, prior I must add to any drinking being done. The Magnum was awesome, a hell of a kick, we were off fishin' the next day, it would have been 'different' to take it except guns are banned on the lake and I suspect if I had not by some miracle shot a hole in the boat all that would be left of any fish would be a few scales. We of course ate some very fine meat, finishing off around 1.30 after meeting 'Mr Jack



Daniels'. Up at 4.30 ant to the lake for bass fishing, something I had never done before. The boat is purpose built with a humungous engine, during the day we saw over 70mph out of it. The morning was beautiful as the mist lifted and we had 11 hours out there. We were fishing for Big Mouth Bass, which involves technique and different lures. John who took me caught one 'keeper' anything over 12 inches and about half a dozen smaller ones. My technique improved and 9 hours in I caught a 15.5-inch fish; this joined the other in the keep tank. I

had my picture taken with it but I could not get a motor club sticker to adhere. To say I was delighted was an understatement, I grasped a little of the attraction of game fishing. They are certainly not easy to catch. You can eat them but we returned them at the end of the day. John said it was not a good day as a weather front was going over which the fish sense and it unsettles them. That completed week 1 and the first part of my saga.

Wessex Sprint Award Winners

NOTE: Records are for WESSEX SPRINT only.

Absolute Best Time of Day:

THE WESSEX TROPHY: Class E4 – No 7 Dave Cutcliffe 67.18

MGCC by Class Index: Class A2 - No 47 Russell Morgan
(The Nuffield Trophy)

BPMC by Class Index: Class E4 – No 7 Dave Cutcliffe
(The Frith Vickers Trophy)

BMC by Class Index: Class A1 – No 21 Bruce Graham
(The Avon Trophy)

S U M M A R Y

Class A1: Series Production Road Cars up to 1400cc - Record = 84.81

1.	No 21	Bruce Graham	Suzuki Swift GTi	91.95
2.	No 26	Adrian Jones	Peugeot 205 XS	93.73
3.	No 24	Martin Baker	Seat Lion TDi	94.32
4	No 733	Martin Emsley	Citroen AX	98.59

Class A2: Series Production Road Cars 1400cc up to 1800cc - Record=83.88

1.	No 755	Mark Roberts	Honda CRX	86.79
2.	No 46	Julian West	Lotus Elise	86.86
3.	No 47	Russell Morgan	MG Midget	87.27
4.	No 55	Jonathan Milne	Honda CRX	90.24

Class A3: Series Production Road Cars 1800cc up to 2600cc - Record=83.29

1.	No 70	Toby Harris	Ford Puma	88.60
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2. No 72 Jeff Bruce-Southern Mini Cooper S Works 94.71

Class A4: Series Production Road Cars over 2600cc - Record=80.34

1.	No 81	Pete Goodman	Subaru Impreza	85.06
2.	No 80	Ian Cameron	Subara Impreza	85.31
3.	No 84	Brendon Jones	Ford Escort	85.39
4.	No 86	Kevin Jones	Noble M12 GT OE	86.58

Class B1: Limited Production Road Cars.

Car engines up to 1400cc & M/C engines up to 875cc

No Previous Record

1.	No 101	Lawrence Bath	Dutton Phaeton	87.92 Class Record
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Class B2: Limited Production Road Cars.

Car engines 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc.

Record = 82.14

1.	No 164	Tony Thorp	Caterham 7	85.19
2.	No 163	Peter Williams	Caterham 7	88.04

Class B3: Limited Production Road Cars.

Car engines over 1800cc & M/C engines over 1125cc

Record = 82.52

1.	No 124	Tony Michael	Westfield SE	79.17 Class Record
2.	No 824	Tom Richardson	Westfield SE	81.13
3.	No 123	Martin Perry	Westfield SEi	81.55

Class C1: Modified Production Saloons and Sports Cars up to 1400cc

Record = 80.93

1.	No 134	Andrew Till	Clan Crusader	84.15
2.	No 132	Pete Crudginton	Mini Marcos Mk 1V	87.24

Class C2: Modified Production Saloons and Sports Cars 1400cc up to 1800cc

Record = 83.45

1.	No 140	Iain McDougal-Bell	MG ZR	89.93
2.	No 142	Nick Wood	Alfa Sud Ti	91.93

Class C3: Modified Production Saloons and Sports Cars
over 1800cc up to 2600cc

New Class

1.	No 150	Paul Perkin	Peugeot 205	82.91 Class Record
2.	No 154	Derek Wheaten	Ford Escort RS2000	85.49
3.	No 151	Mark Skeats	Ford Escord Mk 1	87.52

Class C4: Modified Production Saloons and Sports Cars over 2600cc

Record = 74.56

1.	No 161	John Dignan	MGB GT V8	86.86
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Class C6: Modified Production Kit Cars.

Car engines 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc

New Class - NO AWARD

No 865 Oliver Bull Caterham R400 77.96 Class Record

Class C7: Modified Production Kit Cars.

Car engines over 1800cc & M/C engines over 1125cc

New Class - NO AWARD

No 168 Mike Rudge Westfield SEi 77.80 Class Record

Class D1: Sports Libra Cars up to 1400cc

New Class - NO AWARD

No 169 Brian Cotterell GRM Mk 2 85.03 Class Record

Class D2: Sports Libra Cars over 1400cc up to 1800cc

New Class - NO AWARD

No 170 Kevin Frost Austin Mini 98.90 Class Record

Class D3: Sports Libra Cars over 1800cc

New Class - NO AWARD

No 173 Martin Baker Morris Minor 1000 81.96 Class Record

Class E1: Racing Cars Up to 600cc

NO AWARD

No Previous Record

No 174 Peter Tudor Force 11 85.09 Class Record

Class E2: Racing Cars over 600cc up to 1100cc

Record = 72.16

1.	No 176	Jane Farthing	Force	75.47
2.	No 179	Chris Perry	OMS SF 1B	76.25

Class E3: Racing Cars over 1100cc up to 1600cc

Record = 73.14

1.	No 185	Scott Pillinger	Royale RP 26/27	73.45
2.	No 885	Dave Pillinger	Royale RP 26/27	74.80
3.	No 183	David Mosley	OMS 2000M	75.20

Class E4: Racing Cars over 1600cc

Record = 65.77

No 7	Dave Cutcliffe	Van Diemen DC93M	67.18 = A.B.T.D	
1.	No 189	Kevin Lealan	Vauxhall Lotus	73.98
2.	No 190	Bob Adams	Royale RP 30	78.94

Best Class A1 Midget: 1st Paul Heyting 2nd = Steve Williams. Mark Walker

Best 4 Cylinder MGB: Mike Cole

BPMC Fantasy Formula 1 2004
Positions after European GP
Results Prepared By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Martyn Davies	Alonso	Button	Renault	BAR	544
2	Simon Tidmus	Barrichello	Alonso	Renault	Sauber	495
3	Martin Baker	Massa	da Matta	Ferrari	BAR	488
4	Donny Allen	Heidfeld	Baumgartner	Ferrari	Renault	477
5	Chris Lewis	Raikkonen	Trulli	Renault	BAR	448
6	Paul Wiese	Panis	Pantano	Ferrari	BAR	447
7	Elisabeth Lewis	Coulthard	Alonso	Renault	BAR	430
8	Tim Murray	Alonso	da Matta	Ferrari	Minardi	425
9	Andy Moss	Barrichello	Baumgartner	Williams	BAR	416
10	Martin Emsley	Montoya	da Matta	Renault	BAR	409
11	Dick Craddy	Barrichello	Pantano	Williams	BAR	408
12	Mark Elvin	Button	da Matta	Williams	BAR	403
13=	Anne Draper	Trulli	Webber	Williams	BAR	398
13=	Kieron Winter	Trulli	Webber	Williams	BAR	398
15	Jonathan Prestidge	Trulli	Button	Williams	Jordan	394
16	Alison Emsley	Alonso	Heidfeld	Williams	BAR	378
17	Rex Meaden	Button	da Matta	McLaren	Renault	350
18	Caroline Meaden	Barrichello	da Matta	McLaren	BAR	349
19=	Liz Moss	da Matta	Panis	Ferrari	Jordan	343
19=	Tom King	Barrichello	Raikkonen	BAR	Jaguar	343
21	Mal Allen	Pantano	Bruni	Ferrari	McLaren	330
22	Paul Draper	Fisichella	da Matta	Williams	BAR	317
23	Mary Craddy	Alonso	Button	McLaren	Jaguar	308
24	John Page	Raikkonen	Alonso	BAR	Jaguar	300
25	Alison, Josh, Dominic Bennett	Montoya	Panis	Renault	Jordan	291
26	Louella Holsman	Coulthard	Trulli	Williams	Jordan	280
27	Chris Goodchild	Raikkonen	da Matta	McLaren	BAR	217
28	Arthur Tankins	Raikkonen	Trulli	McLaren	Jordan	208
29	Andy Laurence	Montoya	Raikkonen	Sauber	Minardi	202
30	Chris & Sam Bennett	Massa	Pantano	Williams	McLaren	198
31	Pete Stowe	Klien	da Matta	Williams	McLaren	173
32	Mark Williams	Montoya	Heidfeld	McLaren	Jordan	171
33	Alan Spencer	Montoya	Webber	Jaguar	Toyota	166
34	Helen Davies	Raikkonen	Sato	McLaren	Jaguar	115

Wessex Sprint

**Colerne
May 2004**

