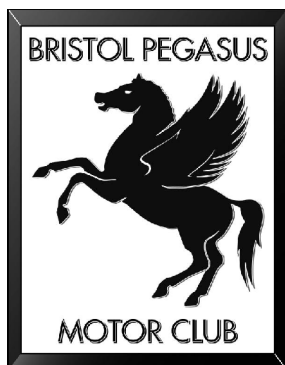


Backfire

March 2004



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

Cover Photo

Paul Draper in the Renault at Castle Combe

Events For March 2004

Monday 8th March
Club Night – Guest Speaker
David Cooper – Track
Developments : Handling &
Vehicle Dynamics Workshop
Start 8:30 PM



We will be joined for our March Club Night by David Cooper of Track Developments - a newly formed Motorsport development engineering company based near Castle Combe circuit.

They aim to provide the club competitor or enthusiast with professional, chassis-related services that, previously, have been mainly the sole preserves of the professional teams.

David will present a 'handling and sorting' illustrated talk. During the discussion, he will cover the essential concepts that are often 'cloaked-in-mystery' without hardly any mathematical input, and by explaining, in basic terms, how to set about getting a car to handle properly.

The talk will last about an hour and will be divided into 80% suspension and 20% aerodynamics.

There will then be a more informal questions and answers session.

Saturday 13th March

Skittles Evening

We have received an invitation from the Bristol Motor Club to join them for a game of skittles. The game will be held in the Hambrook Pavilion on Hambrook Common.

If you would like to join in the fun, then please let Keiron Winter on Tel: 01275 373363 (h) or 0117 9796515 (w) have your details.

Friday 26th March

Navigation Exercise

Tim Murray organizes the March Navigation Exercise.

The start venue will be the lay-by on the A38 at MR 172/553683½. The required map is 172 edition C2. The finish pub will be the Woolpack at St. George's, near Weston-super-Mare (MR 182/373626½).

NB: Competitors who do not possess map 182 will not need to purchase it to locate the finish pub - adequate directions will be provided on the night.

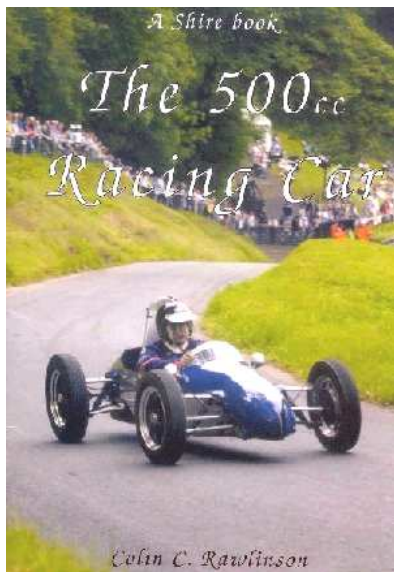
Details of Events on these Pages
are compiled by Competition
Secretary John Cornfield.

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e-mail

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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

Monday 5th April
Club Night - Guest Speaker:
Colin Rawlinson, giving an
illustrated talk on 500cc racing.



The 500cc Racing Car book by Chris charts the movement from its beginnings, in Bristol, as a cheap way for enthusiasts to enter competitive motor sport in the aftermath of World War II, through international status, as the first Formula 3. It also includes a review of modern 500cc racing and the revival of historic competition.

Colin Rawlinson was taken on a family outing to his first motor race meeting at Castle Combe in 1954, when the popularity of 500cc racing was at its height. He has been passionate about racing ever since. Some thirty years later he acquired his own 500, the unique Smith Buckler, which, although a one off, was professionally constructed to order by the late Ken Smith of Enfold. Colin has subsequently hill climbed the Smith Buckler with "little success but much enjoyment". Colin is a director and treasurer of the 500 Owners Association and is chartered accountant by profession.

18th April – Production Car Trial

We are organizing a Production Car Trial at the new venue near Dundry.

The event is a joint BPMC and BMC organization. The course layout is designed to be non-damaging and will be suitable for most cars (with the exception perhaps of anything very low to the ground).

Further details next month.

Sunday 25th April

Inter-club Karting - date change!!

Paul Draper is again organising our annual Karting challenge to BMC and has been in contact with Jamie Pickford.

Please note though that the Karting will have to be moved to the 25th April to match the dates available from Castle Combe.

The event will probably have a 1pm start this year with teams of 6, as previously, and with a BPMC sub the cost will be £30 per person to compete.

Saturday 1st May **Italian Car Day**

Following the success of last year's event the "2nd Italian Car Day" will be held on Saturday 1st May. The event takes over Corn Street and St. Nicholas Street in the center of Bristol and displays an impressive "collection of historic, exotic and charismatic Italian Cars".

I'll be there, as last year, with the club stand (resplendent this year under our new awning) and I'll be contacting members nearer the time for display vehicles; although we've already had a generous offer from Reg Palmer regarding a couple of Maseratis and an Alfa Sud.

Monday 3rd May Wessex Sprint

The regs are out for our first Sprint of 2004. I hope to have spare paper copies soon and they'll be on the websites any day now also. You can contact the entries secretary (Mrs. C Morgan) on 01275 790855. The entry fee is £73 and the closing date is Tuesday 13th April.



Monday June 14th Club Night

Guest Speaker:

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

Company Profile

The Factory

W H Bench 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 Bench consider themselves to be leaders in the field of specialist vehicle coachbuilders of both rigid, articulated and towing trailers.

Invitations / Local Events

Invite to a Sprint practice Sunday 14th March

Devon4Motorsport have invited us to their annual Sprint practice day at the Dunkeswell Kart Racing circuit. This year the event will be held on 14th March & will start at 12 noon. They are offering drivers the opportunity of a minimum of four runs around the 1.8 lap sprint circuit. The runs can be taken at any time to suit the driver between 12 noon and 17:00hrs, allowing plenty of time for tweaking the car to find that last 100th of a second! To assist in this they will be providing their usual array of timing information, launch time, lap split time & total elapsed time. Weather permitting they will also have their speed trap working.

John Cornfield has some regs but note that entries must be in by 8th March, the maximum number of entries is 60 (min 30) and the entry fee is £40.

15th-16th April - The MSA Motorsport Classic 2004

A brochure, regs and entry form have been sent through with a request to let you know about the 2004 MSA Motorsport Classic. The event is open to Classic, Historic and Replica cars built before 31st December 1983. Later cars may be accepted at the discretion of the organisers if the car is "in the spirit" of the event. The entry fee now is £715 (no refund after 29th March) for one car and two participants including the event dinner but excluding accommodation. This will get you and your car onto circuits at Castle Combe, Shennington, MIRA, Curborough, Loton Park and Donnington Park

International Historic Motorsport Show 2004

By Martin Emsley



What a show, not perfect, witness the lack of heating and a freezing hall and more catering would have been good. I

have to say much as I enjoy Autosport International I have got fed up with the small business getting priced out, i.e. not affording stands, the increase in 'Boob-boom boy' stuff and the needless increase in scantily clad young girls most of whom are not anything to write home about. Yes I have done some close up studies. There were a pair, unnecessarily, at Stoneleigh, I assumed they had been let out of school for the day. I think the venue may need reviewing. But let us hope from small acorns.....

Thanks to Mal for shipping us there and back again in his 'truck' it was very relaxing. I loved the diversity of machinery on display, wish there were more and a number of people who were very knowledgeable because they compete or are genuinely involved. Saw some great rally cars including more MK1 escorts than for some while. There were some good cars and some junk in the private sale. My own favourite being the Lola T70 Mk3B though very optimistically priced at £200,000 for what is not a great example is to my thinking over double what it is worth. There was a Mk1 escort that had an atrocious respray and ridiculous price whilst nearby was a very tidy 38k miles Mk2 RS200 for I think nearly £10k, crazy.

The 'autojumble' was good, got some more books for the collection, chatted to Craig Warwick, a very talented artist who hails from Winterbourne. Also met some folk from The Speed Record Club of which I am a member. All in all a superb day, great company and of course finished off in a pub with a good pint. What more could a man want? There were a number of times when I was described as going off into my own little world of mid-engine Ax's and such like, well is that not normal??

A Day To Remember **By Martin Emsley**



Well it is not everyday you are 40 is it? Some of you saw the press or TV and have asked so I will come clean and tell the full, abridged, story. Like my wife has always wanted to drive a bus, why? Even she is not sure, I can think of better machines to lust after especially those built in the late '60's with whopping V8 engines, which raced in CAN-AM. Alison does a lot for other people so I decided to do something a bit special for her. Her actual birthday being on the Thursday but the fun lasted longer.

On the Wednesday evening whilst at the New Vic she was hauled on stage for an embarrassing rendition of

'Happy Birthday' while the Thursday saw me playing my dutiful husband bit, taking her shopping all day then cooking a family meal. Friday saw a hectic schedule of massage, dress & shoes purchasing, manicure and hair salon before a meal at Colley's Supper Rooms. Saturday to Hengrove and FIRST who laid on the '40 decorated' bus to drive around the yard with their chief instructor, BBC and Evening Post. She had such good control they set up a slalom course which she also negotiated very successfully with the cones being moved closer each pass. Upon completion she received a cake and a job offer. I must say she coped very well and did an excellent job of it. The afternoon saw her feeding Penguins at Bristol Zoo, we tried to get it arranged for the Red Pandas, which Alison adores but they are restricted. Still it was good of them to sort it for us. The day culminated in a party for 130 people in our local church hall, the instructor from FIRST came and presented a certificate and I embarrassed her with a kind of 'This is your life' thing. Needless to say we were shattered on Sunday but managed a family meal.

Great fun, super memories, it took 6 months to organise everything and it was all kept a secret until the individual bit happened. The bus driving saw her appear on Points West and in The Bristol Evening Post on the Saturday while on the following Monday Alison was live on Radio Bristol's John Turner Show.

Now do you believe me when I say I have no money to spend on the Citroen?

Bugatti Trust Talk

Despite the February Club night clashing with the final of "I'm a Celebrity – get me out of here", the function room at the Wheatsheaf was full with members and visitors to hear Richard Day give an illustrated talk.



Richard is the Curator of the Bugatti Trust at Prescott and his talk was entitled "the cars of Ettore and Jean Bugatti". Richard started by telling us how the trust was formed and the building at Prescott financed by Hugh Conway selling one of his Bugatti's car's. Hugh Conway had built up a collection of photographs, drawings, letters and articles and these form the basis of the trust. Richard also pointed out the Bugatti family was famous not only for the production of cars, but they were involved in art, design and produced engines, machine tools, railcars and many other things.

Ettore Bugatti was not formally trained in Engineering, but by his early twenties he had designed his first car. He started working for other Companies before setting up a small factory in France in 1909. By 1911 he had produced his first racing car. The racing cars helped

to establish the Bugatti name and those rich enough could buy race replica's for road use. Richard had slides of the cars, components and also some of the engineering drawings. This took us through the expansion of the company, the racing successes, the introduction of his son Jean into the business, the difficulties experienced in the depression of the 1930's and the struggles to keep going after WW2.

Vice President, Bob Hart closed the meeting by giving thanks to Richard for coming to Winterbourne to talk to the club. Bob noted had had the chance to ride in a Bugatti on Filton airfield and had really enjoyed the experience. Bob also thought that Ettore Bugatti was born in the right period of time where he was able to have the freedom to design and develop his talents; in today's world that creativity is highly unlikely to get past a Programme Manager!



For those interested the Bugatti Trust is open to the public from 10.30 am to 3.30 pm Monday – Friday and further information is available on their website www.bugatti.co.uk/trust

Charity Corner Signed Michelle Mouton Tee Shirt



Your chance to own a piece of rallying history, as seen above. Pauline Gullick was in Africa earlier this year for the Historic Safari Rally, she thought of St. Peter's Hospice. She persuaded Michelle Mouton to donate a tee shirt. But this is not any old shirt. It is a Gran Canaria Race of Champions one. Size M 38-40 it is dirty with African dust and has been signed in red marker by Michelle.

This is a once in a lifetime opportunity, the shirt will go to highest bidder at the end of April. I am looking for a minimum of £25 with ALL proceeds going to St. Peter's Hospice. Please dig deep and support. If it has not sold by close date I shall auction it on e-Bay.

Please contact Martin Emsley on 01454 250067.



**BMC / BPMC
 Navigational Scatter
 Friday 27th February 2004**

The February Navigation event was a joint BMC and BPMC event. BMC took on the organisation, with Paul Parker and Mark Chater producing an excellent balance of simple map references and harder (but not impossible) route instructions, that were worth more points. Tricky road conditions added to the fun. An excellent event.

Final Results

POS	DRIVER NAME	NAVIGATOR NAME	CLUB	PTS
1	Howard Johnston	Paul Bird	BPMC	420
2	Andy Moss	Martin Emsley	BPMC	405
3	Ben Churchill	Adrian Jones	BMC	320
4	Andrew Rigler	Dick Craddy	BPMC	300
5	Chris Godchild	David Adams	BPMC	295
6	Richard Gough	Rob Freelove	BPMC	230
RET	Paul Monis	George Martin	BMC	-

Congratulations to our winners and runners-up.

Our admiration goes to all of you for, despite the weather conditions we experienced the day before, risking your precious machinery in what was still less than perfect conditions.

Any comments about this year's event, in addition to those made at the finish, will be incorporated into next year's event at about the same time of year.

Paul Parker & Mark Chater

**Clubmans Championship 2004 up
 to the Feb. Nave Ex
 Prepared by John Corfield**

PST	Entrant	POS	Events
10.6 1	Paul Bird	1	2
9.22	Andy Moss	2	2
9.22	Martin Emsley	2	2
6.72	Chris Goodchild	4	2
6.72	David Adams	4	2
5.44	Matt Marples	6	1
5.17	Howard Johnston	7	1
4.33	Andy Rigler	8	1
4.33	Dick Craddy	8	1
4.06	Dave Cutcliffe	10	1
4.06	Martin Baker	10	1
2.11	Allen Harris	12	1
1.00	James Harris	13	1
1.00	Mark Right	13	1
1.00	Richard Gough	13	1
1.00	Rob Freelove	13	1

**Marshals Championship 2004 up
 to the Feb. Nave Ex
 Prepared by John Corfield**

PST	Entrant	POS	Events
2	Dick Craddy	1	1
2	Andy Rigler	1	1

Your Sport needs you!



Club Member Pete Hart's Marlin

In the February edition of Backfire magazine, the MSA insert "Wheels" had an article on a Consultation document being prepared by the Government. If the proposals in the paper passed into law, then access by cars and motorbikes to Byways Open to All Traffic (BOATS) would be banned. If this came about then many motor sport events such as Classic trials would not be able to run and it would also impact upon Rallies, Production Car Trials, Sporting Car Trials and 4x4 events.

If the proposed legislation from the Department of the Environment, Farming & Rural Affairs (DEFRA) is passed into law, then a tradition of 100 years (the Edinburgh Classic trial first ran in 1904) where cars and motorbikes had access to the highways and byways of England and Wales will come to end. The Minister, Alan Michael, and DEFRA have made the proposals to "curtail inappropriate use of mechanically propelled vehicles on countryside rights of way". The proposals are aimed at stopping driving and motorcycling on wasteland, open country, footpaths and bridleways. Illegal motoring is a real problem and the Minister is right to be

concerned about it, however his way of trying to combat it, will hit the law-abiding organised events and will probably do little to deter the cowboys.

In England and Wales there are 120,000 miles of footpaths and bridleways. where motorists cannot go. There are around 5,000 miles of minor, unsealed vehicular roads, much of which is also enjoyed by walkers, cyclists and riders. Ramblers will soon have access to thousand more square miles of "right to roam" land, therefore we need to act to save the 5,000 miles being lost and to protect our sport.

Even though our Club would not be directly affected at present by the change in the law, many of our members take part in Classic trials (Alan Spencer, Mal Allen, Bill Farrow, Pete Hart, Dave Parsons for example) and many members help marshal on the Bristol Motor Club Allen trial.

You can help by writing to your local MP and ask that they inform the Minister that he has been misled and that officially permitted events should not be affected and should be listed as an exemption to the proposed restrictions.

Attached is a sample letter that has been prepared by the CMSG that you can amend as required for your own use. This and other information is on our club website for you to download at www.bristolpegasus.com/trials.htm

The closing date for responses is **19th March 2004**, so please act quickly and join together with clubs and individuals all over the country and help save our sport.

Your Address

Date

Dear **Your MP**
House of Commons
Westminster
LONDON
SW1A 0AA

Vehicles on Rights of Way

The Countryside Minister, Mr. Alan Michael, has issued a consultation paper about new laws and regulations that will affect the use of "Byways Open to All Traffic" (BOATs), and other minor highways by mechanically propelled vehicles. Clearly, Mr. Michael is concerned about the level of 'cowboy' activity that goes on, with illegal, annoying and destructive motorcycling and four-wheel-drive driving on wasteland, open country, footpaths and bridleways. He is quite right to be concerned about these things, as many of us have been for years, but the consultation paper seems to propose measures that will directly and seriously affect me. I am not a 'cowboy' in any way.

I am a member of <**Motor Club**> and we abide by the rules and regulations of the government body of Motor Sport in the UK, the Motor Sports Association (MSA). For any motor sport event that we organise, we have to apply for a special permit from the MSA and we have to inform the Police. We do PR work in the area of use to ensure that we are not disturbing anyone unnecessarily and to avoid any clashes with other organized activities. We are always considerate to other road users and to other users of trails that we are allowed to use. BOATs form a very small, but important part of routes on events and routes to land used for other events and removing the right to traverse them would deny access to these events. Classic Trials, in particular, grew in the early years of the last century and still provide sport for many hundreds of enthusiasts to this day. These trials use BOATs for the bulk of their mileage, and obviously (having been allowed to continue for so long) do not cause problems, so 100 year's worth of tradition would be outlawed at a stroke. Amongst other events, Rallies, Production Car Trials, Sporting Car Trials and organized 4x4 and motorcycle events would apparently have access to some venues removed from them and would also be lost affecting thousands of competitors, volunteer officials, and spectators who enjoy organized, responsible, authorised, recreational use of motor vehicles.

There are around 120,000 miles of footpaths and bridleways for ramblers and walkers to use, where they can be assured of not meeting vehicles. We have just 5,000 miles, which we are happy to share with other users. Ramblers will also soon have thousands more square miles of 'right to roam' land as well - though that is another matter.

I note that Mr. Michael's hope that responsible users of mechanically propelled vehicles will welcome the intention, and I agree that the basic principles underlying these proposals have merit. However, the representations made to Mr. Michael that have prompted the detail in the paper have misinformed and consequently misled the Minister. Properly organized and officially permitted events should not be affected, and should be listed as an exemption to the proposed restrictions, should they find their way into the statute books.

Please will you therefore express these opinions to the Minister and get his reassurance that the interest of people like me will not be unjustifiably prejudiced, and that he will insist on being better informed by fact-based evidence before taking further action.

I thank you for your help in this matter.

Yours sincerely,
Your Name

Further Information :

The Land Access & Recreation Association (LARA) website address is www.laragb.org At this address there are further details on the Government's proposal and also a draft letter that can be used.

Chris Goodchild has also found another website where there is an email petition being put together, details of this can be found at www.saveourbyways.org.uk

More information on Rights of Way from John Upham at the ACSMC.

It is suggested that letters also be sent to:

Rights of Way Team
Zone 1/01
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6EB



Club members Mal & Donny Allen

Club Website

The Club Website has had a change of look and has a new location

www.bristolpegasus.com

Over the coming months there will be a number of changes – if you have ideas for what you would like to see then please e-mail website@bristolpegasus.com

You will still also be able to access the site through

www.bristolpegasus.co.uk

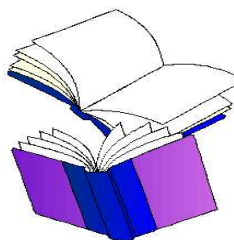
The content will be the same at both locations, however we intend to use bristolpegasus.com as our primary website address in the future.

You may also find that some links specific to bristolpegasus.com will not work at bristolpegasus.co.uk - for example this months trials information can be accessed through www.bristolpegasus.com/trials.htm but will **not** work through www.bristolpegasus.co.uk/trials.htm

Online Books, Videos, CD's, DVD's

Visit www.bristolpegasus.com

Click on bookshop & then click the Amazon image at the top of the page - **Anything** you then buy on the Amazon site will earn 5% commission which the club will pass on to St. Peter Hospice.



The amazon site sells books, videos, CD's, DVD's etc etc

Bristol Pegasus Fantasy Formula One 2004

The Bristol Pegasus Fantasy Formula One competition is now into it's ninth year and seems to be as popular as ever.

Our rules differ a little from those found in the "real" F1 championship so make sure you read them carefully. The major difference is that we have the concept of improvement points – if you start last on the grid you will get points for every place you make up during the race. With the changes made to qualifying last year this can make things quite unpredictable at times !

Good Luck !

Rules.

You must choose **TWO DIFFERENT DRIVERS** and **TWO DIFFERENT CARS** from the listings below to make up your team. You may choose any driver and team combination – for example you can put Michael Scumacher in a Minardi if you wish.

Your team budget is **£ 36m** to buy two different cars and two different drivers. You may spend less but if you exceed the budget your team **WILL NOT** be accepted for entry.

Your driver scores only when he is racing, and the cars and drivers **MUST** be classified by the FIA as a finisher to score points. Substitute drivers do not count. If your driver loses his seat, he's out of the championship; however, the rest of your team can still score. Likewise, if one of the teams packs up and goes home, your drivers and other car

can still score.

Car scores are based on the highest finishing machine of your chosen make. There are also bonus points for pole position and fastest lap for finishing cars and drivers.

Duplicate teams are inevitable with the number of entries received each season. The organisers may ask for a tie break choice to be made before the last race of the season.

Here's how it works (all points apply to both the drivers and the cars):

Win - 30 points, 2nd - 24 points, 3rd - 18 points, 4th - 15 points, 5th - 12 points, 6th - 9 points, 7th - 6 points, 8th - 3 points.

Improvement Points:

One point for every place made up from start position. So if grid position 12 finishes in sixth place, you get six points.

Race Bonus Points :

Pole position – 5 points.

Fastest lap – 5 points.

Hat-trick (pole, fastest lap & win) – 5 extra points.

Entry is open to all club members, spouses may also submit an entry. Entry is free and a video of your choice will be awarded to the winner.

Results will be published in Backfire each month and will be available between magazines on the club website.

The easiest way to enter is online at www.bristolpegasus.com/2004/f1/enter.htm

Or complete the form on the next page

Teams & Drivers - Costs

Driver	Cost £ Million	Team	Cost £ Million
Michael SCHUMACHER	17	Ferrari	18
Rubens BARRICHELLO	11		
Juan Pablo MONTOYA	14	Williams	15
Ralf SCHUMACHER	11		
Kimi RAIKKONEN	12	McLaren	12
David COULTHARD	9		
Fernando ALONSO	9	Renault	10
Jarno TRULLI	7		
Jenson BUTTON	9	BAR	7
Takuma SATO	6		
Mark WEBBER	7	Jaguar	6
Christian KLIEN	4		

2004 - The Races

Race	Country	Track	Date	Miles	Laps
1	Australia	Melbourne	07/03/04	3.3	58
2	Malaysia	Sepang	21/03/04	3.34	56
3	Bahrain	Bahrain	04/04/04	3.25	58
4	San Marino	Imola	25/04/04	3.06	62
5	Spain	Barcelona	09/05/04	2.96	65
6	Monaco	Monte Carlo	23/05/04	2.09	78
7	Europe	Nurburgring	30/05/04	2.83	67
8	Canada	Montreal	13/06/04	2.75	69
9	US	Indianapolis	20/06/04	2.5	73
10	France	Magny-Cours	04/07/04	2.65	72
11	Britain	Silverstone	11/07/04	2.27	60
12	Germany	Hockenheim	25/07/04	4.24	45
13	Hungary	Budapest	15/08/04	2.47	77
14	Belgium	Spa-Francorchamps	29/08/04	4.33	44
15	Italy	Monza	12/09/04	3.58	53
16	China	Shanghai	26/09/04	3.39	55
17	Japan	Suzuka	10/10/04	3.64	53
18	Brazil	Interlagos	24/10/04	2.68	71

2004 Fantasy F1 Entry Form

Remember : You have £36m to spend on two different drivers and two cars.

Driver 1 :

Driver 2 :

Team 1 :

Team 2 :

Name:

Address :

Telephone :

Return to :

1. **By Post : 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP**
2. **Enter online at the club website**
3. **FAX : 0870 1392108**
4. **Send on plain paper if you don't want to cut your Backfire**

Navigation Scatter
Friday 27 February 2004
A Competitors View
By Dick Craddy

With evening temperatures of minus 7C being forecast and a widespread ample covering of snow, that had caused much disruption on the previous evening, still in place, a mid morning call to Paul Parker confirmed that the event was still on. 'It's drying up and while it may be frosty, the competitors must just be careful'

A check with Andy Rigler confirmed that he was keen to go but that he will take his Golf TDI because 'the MGB will be too much like hard work'. At least it meant that we would have more headlight candle power to see the clues.

So we gathered at Gordano services to be met by Paul and Mark Chater with enough time to sign on and purchase the Insurance cover before being given the route instructions at 7.30 pm. It's was the organisers lot to stand in the cold while eight crews presented themselves - not a pleasant duty on this occasion. Thirty-eight questions were listed with those defined by straightforward map references being given 10 points each. A further smaller number being described by various but straightforward means were on offer at 30 points each. Two and a half hours were allowed with 5 points per minute penalty for late arrival after 10.00pm. Exclusion after 10.20pm. This showed a clear intent by Mark and Paul to allow competitors as much road time as possible by minimising plotting complexity and I'm sure, devised

with the confidence that a result would be obtained without resorting to a tie decider.

As plotting progressed it became clear that the area covered was quite compact and offered the possibility of following a basically circular route from Clevedon. Our route took in a first point at Walton Bay then via Clevedon, Tickenham, Failand to Long Ashton before heading south to Barrow Tanks, Felton and Winford. Moving further south we found a number of roads that had not seen any sunlight during the day and consequently frozen compacted snow forced a prudent approach by Andy. Given time pressures we decided not to visit Butcombe, Blagdon and Lower Langford but to head directly to Redhill, Wrington, Udley and Claverham before going via Nailsea and Clevedon to the M5 and a quick run north to the finish back at the Gordano services. For those of us who are old enough to remember this is Wesbac country (Wesbacs being 1960's road rallies co-promoted by the BACMC and Weston clubs).

Having eventually found Paul and Mark in a corner of an otherwise closed dining area, complete with uncleared trays of 'all day breakfasts', our arrival time was 10.04 and twenty penalty points. Martin Emsley proposed that a level of leniency should be allowed given the demanding road conditions, which had apparently claimed one BMC crew who, having left the road, were unable to continue. Good try Martin but it was the same for everybody.

The results were quickly announced

giving another win for Howard Johnson (recently back from testing at Jerez with Renault) and Paul Bird. With congratulations to them and thanks to Paul and Mark we left a rather inhospitable Gordano Services.



**Club Night Venue
The Wheatsheaf
From M32 (Junction 1)**

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

**From M5 junction 16
(Almondsbury)**

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approximately 400m from the turning.

**Castle Combe
BPMC / BMC
Endurance Karting
Challenge 2004**

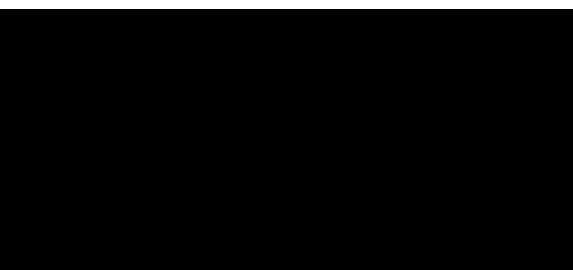


The Annual inter-club Karting Challenge takes place on the 25th of April 2003.

The event will use the outdoor Kart circuit at Castle Combe.
Cost is just £30.

If you want to take part
contact
Paul Draper
on 01454 619163.

or
paul.pantera@blueyonder.co.uk



The honour of the Club is as stake !

Three Great Bristol Pegasus Club Nights Coming Soon
The Wheatsheaf – Winterbourne
All Start 8:30 PM



Monday 8th March

David Cooper – Track Developments : Handling & Vehicle Dynamics Workshop



Monday 5th April

Colin Rawlinson

An illustrated talk on 500cc racing.

Monday June 14th

Guest Speaker: James Brown Managing Director of W H Bench Coachworks LTD

An illustrated talk, about the trailers they build especially for F1 and rally teams and how they are kited out.

