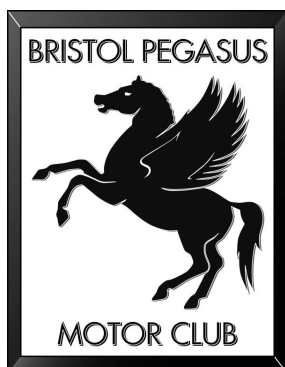


Backfire

November 2003



The Magazine of the Bristol Pegasus Motor Club

Cover : 2003 Pegasus Sprint Castle Combe
Mike McBraida spins the Mitsubishi Evo VI
Photo : Jerry Ree

November

Monday 10th Club Night

Club night at the Wheatsheaf, Winterbourne. Come along for a beer and a chat from 8.30pm.

Friday 21st Nav Ex

The November Nav-Ex is organised by Martin Baker and Dave Cutcliffe.

The event will start at the infamous Tog Hill Picnic Area, Map Reference 172/ 733 727½ and finish at the Fox & Hounds, Acton Turville, Map Reference 173/ 809 807.

Maps 172 and 173 will be required, the route appears to plot on any versions from C or later, although we will be using 172(C2) and 173(D) as the definitive maps.

December

Friday 5th Nav Scatter

More details next month.

Monday 8th AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 8th December 2002 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol.

The meeting will commence at 8.00 p.m. The AGM will be followed by a free buffet and the presentation of 2003 awards.



**Club Night
Venue
The Wheatsheaf**

From M32 J1

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 J16 (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.

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.co.uk Fax (0870)139-2108 - Club Website WWW.BRISTOLPEGASUS.CO.UK

Grumpy ol' Git

Martin Emsley

As some of you know I have spent most of the summer on crutches, some 'friends' have suggested I weave a dramatic story about bravery on the rugger pitch or an horrific 200mph crash in a racecar. Truth is I only once played rugby properly, in France, another yarn, and I have never driven a vehicle even remotely capable of 200mph, the Citroen struggles to just below half that figure. No I simply stepped backwards and went down a couple of feet off a platform, was recovering then it tore again which entailed a small operation.

Not blessed with a great deal of patience at the best of times and enjoying more active pursuits I have found the time frustrating. There have been moments which have given me a slightly different perspective on life.

Early on we borrowed a wheel chair, for longer trips, as the sticks take some getting used to. After almost 3 months I now have an upper torso like 'Arnie', but everything below the waist like 'Little Weed'. Blistered hands and tingling fingers go with the territory. With the chair, we went to the supermarket, believe me when you have not been out a lot it is an interesting place. I found I could run and manoeuvre it quite well, they have a good floor. Accelerating up gangways and 'handbraking' around the end or performing 'donuts' in the middle of the aisle seemed good sport. My wife was non-too amused and then..... I spotted an old dear

in a chair, my competitive spirit took over and I wheeled over and asked her if she wanted to race. "Eh, what's that?" and more of the same, she didn't have a clue what I was on about (has anyone?) so I took it as a moral victory. I set off on a mission to the bread shelves with staff kindly moving the large refill baskets out of my way when another idea struck, "leave them where they are" said I and had an excellent 'Autotest' between them and the shelves, 10 point penalty for hitting anything, staff 'amused'. Wife caught up with me, you can probably imagine the rolling eyes and exasperation, I made it hard for her to push me away by partially applying the brakes, ha, ha. Also discovered I was at the right height to ogle 'derrieres', female of course, and I tell you I have seen some right sights. What combinations of over and underwear some of them wear is beyond belief. Could not be printed in a nice publication like this. Let me say some combinations of light and dark, lacy and tight just do not go, well they gave me some enjoyment, and certainly a few double takes. I concluded at times some were deluding themselves, what dress sense? Either they were somewhat 'large' or the underwear was at least a size, or two, too small. The light has gone on; so that is why they are called 'smalls'!!, enough.

Getting about in the car, being driven everywhere, especially the pub has been good, one of the easiest vehicles to get into being Andy Moss' Westfield, once technique was mastered. Many people have been very kind and considerate; I get quite embarrassed when people hold door etc.

For ages I have thought the idea of parent / child parking spaces to be eminently sensible but have often got wound up about them being abused and the supermarket etc not enforcing 'rules'. I already knew there are a number of selfish, unthinking people out there but had never before thought of it in terms of disabled spaces, perhaps there would be some respect.

Now I know, first hand, how tricky it can be to enter or exit a vehicle in a normal parking space, that is where we go because we don't have a disabled badge, fair 'nuff. However on several occasions I have been resting on a bench / chair outside the entrance to a store, usually adjacent to the 'disabled' parking. What I have seen has appalled me. Abled bodied people no permit, who pull in and utilise the spaces, because they are empty, convenient and shorter walk, thereby depriving the use to those who really need them. I truly hope that when these selfish people have genuine need one in the future perhaps they cannot get in. Am sure they will be the first to complain. I was partially successful on one occasion glaring at a woman in a sportscar who was obviously contemplating pulling in, reversed and parked on the double yellow lines instead. nothing wrong with her, I contemplated letting all her tyres down, only thought it though.

And now I have to put up with fireworks over a month before November 5th and I see Christmas decorations, displays gifts coming out. Time to take some more of the large green pills the Doc gave me.

European Car Museum Tour

By Gerry Bath

Just a few lines about a 9 day Coach tour I went on last September, visiting transport museums around Europe.

We left on Saturday September 20th and stayed the night at Liege in Belgium. On Sunday we visited the Spa circuit where you can drive on the old part of the circuit, even when a race is in progress, as it was during our visit. We then went to the Museum with cars and Motor cycles that competed there.

Continuing then to Luxembourg to a remarkable 3 storey Museum of American and German vehicles that fought in the Ardennes, all arranged in Full Scale Dioramas. Then a short drive to the Tramway and Bus Museum of the City of Luxembourg where we had a ride on the last Tram built for them.

After a night in Luxembourg we drive to Mulhouse and the famous Schlumpf collections now the National French Car Museum. This is fantastic and on a huge scale and very well presented after renovation a couple of years ago.

On Tuesday we crossed into Germany to visit the Zeppelin Museum on the North Shore of Lake Constance which was quite interesting. Then on to Interlaken where we were based for Wednesday. There are many interesting things to do here and I chose to take the rack railway to the highest railway station

in Europe at 11782 feet near the top of the junglose. The views are tremendous and there are Ice caves in the glacier with ice carvings and an observatory. This had to be the most unusual visit of the trip.

On Thursday we crossed to Geneva for an excellent car museum which unfortunately has gone broke and is only open by volunteers, which was very lucky for us. Then into France to visit the Musee Henri Malartre in a Chateau North of Lyons where we stayed the night.

Continuing west to Forey museum with over 120 cars and 20 Motor cycles. The coach then took us to the top of the Puy de Dome near Clermont Ferrand before stopping at Limoge.

On Saturday we went to the Musee Auto Motovelo in Chatellerault north of Poitiers and then on to Le Mans and a drive around the circuit before visiting the excellent museum just outside the circuit north again to stop at Caen.

Our last day was spent at Musee de la Belle Epoque at Port L'Eveque in an old Manor House including 5,000 Models and a fairground organ before returning to Calais and Home.

The tour was organised by Euroff Ltd and more trips are planned to Retromobile Paris in February and Techno Classica Easen in April. Anyone interested should ring Glynn Ateo on 01823 461977, Fax No 01823 461948 or E-mail glynnruoff@hotmail.com.

If there is enough support another

tour is planned for next September to include the Classic Races at Angouleme. I have no connection with the organisers other than as satisfied customers having been on several tours, but I will be very pleased to give anyone more details on 01225 313801.



Market Place

Motoring related items
advertised free for
club members
Send to Backfire Address.

1976 Reliant Scimitar SE6. 31tr Manual (Overdrive) Old English White, beige interior, Dunlop Composite wheels.

Original car with a lot of history and evidence of work done. Strong chassis. SS tank, exhausts, up-rated suspension, alternator, headlamp relay & cooling system.

Recent brakes, wheel slave cylinders, clutch/master cylinders overhauls, new battery, recon starter, new alternator, coil, leads new water, fuel pumps, new wheel bearings all round, new rear bushes, recon wiper mech.

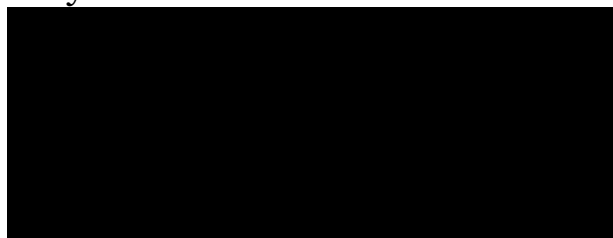
Recent tyres.

Extensive service history.

MOT tax - used everyday - too much work done to list here - £1600 O.N.O

Contact

Andy 07974 187548



Pauline Gullick

by Martin Emsley

Good to see such a good turnout for the October Club night. We were rewarded with a very good talk from Pauline Gullick, Bristol based International Co-driver.

Now she may have been more nervous of doing this than taking part in a WRC event but soon settled into an amusing and informative flow.

She spoke about her life in rallying going over the last 35 years and picking out some highlights for us. She must work very hard to pack in her activities within the sport as a co-driver and also as a co-ordinator.

It was particularly interesting to hear of the many top class drivers she has worked with and gave some idea about just how talented and modest she is.

The question and answer session was lively and informative having previously talked on the changes to the sport she has seen over the years Pauline gave some insight to the possible future of top class rallying.

Spence was at his outspoken best, we hope one day Russell Brookes may be able to tell us his view on Alan, I fear it may be unprintable, or how about one of those 'Big fight' or 'political debate' type things?

I digress; we then watched a video of a round of the 2002 Asia-Pacific Rally Championship showing much

footage of the late Possum Bourne, and of course shots of Pauline and driver John Lloyd.

We all had a laugh at the large, mean looking Suzuki Super 1600 driver called Monster (a good name for him). Of note was the fact that if a car retired one day they could repair and carry on next day though it would not count towards overall result.

They appeared to use a superspecial every day and the scenery and surface were different to what we may be used to. It appeared even dustier and harsher than we see on WRC events and in particular one lovely 'yump' downhill section which would not have been out of place on the 'old 1000 Lakes'.

The evening concluded with a natter and Pauline was central to many discussions, she certainly appreciated the interest and knowledge of our members. She had copies of pace-note books which she explained to some people before autographing them and donating them to our charity raffle at the AGM.

We in turn sent her off with a club sticker (and other goodies of course) which she will hopefully put on the car she is sharing with Jimmy Mcrae on the 'RAC' (or whatever it is called this year) in November.

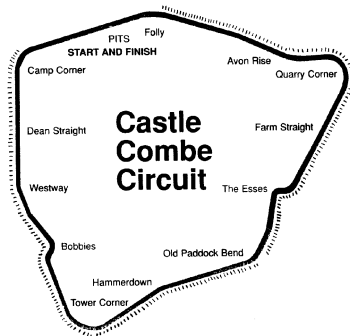
A great, enjoyable evening.

If any of you know of someone who may be interesting and prepared to come and do similar please speak to a member of the committee.

Pegasus Sprint

(A-nother view)

by Martin Emsley



I have been fortunate to have been at the Pegasus Sprint for a number of years now, certainly not as many as some people, and the event has been consistently well organised and expertly run.

I have previously marshalled, worked on the startline and also competed, I think the format is super, full lap, something to get ones tyres into.

This year I had the 'opportunity' to do something different and took the role of a 'Club Steward'. Now this gave me plenty of chance to observe the event from a slightly different perspective. I was able to see some of the other bits and get a more balanced picture.

The control in the tower and timekeeping is very well run, a tight team and very slick. They certainly work very hard keeping things together and getting times out.

I saw a very little work of the Clerks with their prime objective of safety.

The paddock marshals ensured the

competitors are ready, in place as required when their time came to run.

I had a look at the paddock exit control as well, interesting, as the key to my health when manning the line has rested with those based there as well as that of those on track.

I saw some sorting of the trophies and wine for the marshals, someone has to it, does not just 'happen'. I came away deeply impressed by the organisation, the amount of work on the day by everyone voluntarily let alone the hours which must be put in before and after the event. The enthusiasm and professionalism make for a very slick event, I wonder if many competitors realise or really appreciate the amount of effort just so they can drive and enjoy a safe event.

I will certainly be making more of an effort in future to be patient when things don't go right and to thank people for giving up their time, coming out and taking on the tasks, rain or shine, that make an event successfully happen. Thank You.

St Peter's Hospice

For the last couple of years we have had a raffle and autojumble table at the club AGM in December raising funds for St Peter's Hospice. We plan to do it again this year, hopefully with even more success.

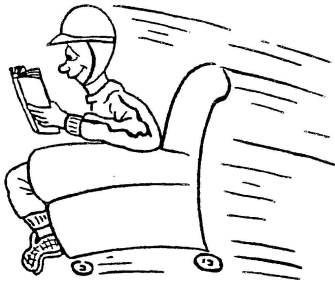
We need your support, if you have any items for the raffle or table please could you contact: Martin Emsley 01454 250067.

Thank you for your support.

Even More 6X

A Tabletop Rally

by Martin Emsley



Well the original idea was that Matt would run a tutorial then we would have the tabletop exercise. The

objective being to get those who wanted it up to speed before the winter Nav-ex and scatter season starts.

Unfortunately Matt was sunning himself, we presume, in warmer climes, my guess is one of those 18-30 holidays so I guess he probably had a 'good' time. So we just ran the tabletop along the same lines as last year, pairing experts and novices.

There will be those who say I got carried away again, in defence I will admit to not getting east and west the right way around.

When I used to navigate on road rallies my driver used to watch my hand signal as often I could be calling 90 Left and be signalling right, which was the correct direction!

However I did see some elementary non-thinking, maybe it is out of practice, maybe it is because the pressure is on more when plotting in a car on an event. Who knows?

The route was divided into 7 sections, with a start given for section 4, if any wanted to dual plot, I did not see anyone doing this but

the opportunity was there.

We started with straight plots except changing the convention and putting Northings before Eastings. This took the crews from the start near Tytherington via Rangeworthy to Wickwar.

Section 2 and a simple 'approach from' 'depart towards' instruction, well it would have been simple if I had not got east and West muddled, but that's what could face the competitors on an actual event!

This took the route almost to Hawksbury Upton. Crossing grid lines was the challenge for section 3 avoiding Horton before arriving outside Old Sodbury.

The eternal favourite of false origins made section 4 tricky, except a start was given, as at least one crew recognised, using this they could 'plot' the false clue without having to scour the map, good thinking. Things were just a little confused by the need to add one reference and subtract the other.

This took the crews through Old Sodbury and successful unraveling of section 5 would take them through Tormarton to Codrington. Now this was a linear herringbone, none of your difficult circular stuff only problem it started from the right not left. Despite a bit of confusion as to the section start, logically, there was only one road it could take.

Section 6 was cross-country points all relative to PC1 which was very clearly identified and took the route to Mayshill via Westerleigh and

Nibley. Not the Severn estuary as someone seemed to plot, this by plotting points relative to the last one, good try.

I think only one team completed section 7, straight forward tracings of grid squares just showing coloured roads, leading to the finish at.....The Wheatsheaf.

It did take a little longer than expected, very many thanks to those who gave it a go, hope it kick started the grey matter and will encourage you to come out on some events over the winter.

I do find it a little bemusing that from time to time we get asked to run this type of activity. Especially to bring new members in and explain the intricacies of this discipline to them, then when we run one, as we have for the last 2 years, we do not necessarily see those people attending. C'est la vie.

Everyone who took part went away with a prize, just a little reward for all the sweat, blood and bad language! There were a total of 40 questions and a possible 44 points, the results are as follows:

1 st	Martin, James, Mark	37.5 points
2 nd	Andy, Lewis	26 points
3 rd	Paul, Nick, Cherry, Paul	25.5 points
4 th	Kieron, Mark	24 points
5 th	Tim, Chris	22 points

Helping St Peter's Hospice

- St Peter's currently have 35 shops in the Greater Bristol area with plans to open a further 5
- These shops exist to make a profit to contribute to the financial running of the Hospice and to project a positive and professional image of the organisation
- The shops sell only second hand goods that are donated by the public
- Currently the shops have an annual turnover in excess of £3.1 million and make a net profit of over £1 million.
- This figure accounts for approximately 26% of the income required to run the hospice
- St Peter's is Bristol's biggest charity retailer and the UK's most successful Hospice charity retailer. In addition the average profit achieved by a St Peter's Hospice shop is greater than that achieved in any national charity

The shops sell the following items of secondhand goods:

- Ladies, Men's and children's clothing
- Bric-a-brac (glassware, pottery, jewellery, silverware, ornaments, pictures etc)
- Books (for adults and children)
- Household items (bedding, soft furnishings, kitchenware etc)
- Toys and games
- Music and video goods
- Small items of furniture
- Electrical Goods

If you are able to donate any of these goods you can either take them to

one of our shops or ring our collection hotline on:

0117 915 9321

and we will arrange for one of our stock collectors to come and collect your goods at a mutually convenient time.

Ashton 256 North Street BS3 1JA
0117 903 4214

Bedminster 156 East Street BS3
4EW 0117 963 9557

Bishopston 95 Gloucester Road BS7
8AT 0117 942 3109

Blackboy Hill 154 Whiteladies Road
BS8 2XZ 0117 974

Broad Walk 329 Wells Road, Knowle
BS4 2QB 0117 972 0457

Chipping Sodbury 23a High Street
BS37 6BA 01454 325 673

City Centre 9 St James Barton BS1
3LT 0117 929 1817

Clifton 3 Boyce's Avenue BS8 4AA
0117 923 8039

Clevedon 7a The Triangle BS21 6NB
01275 873 034

Cotham 15 Cotham Hill BS6 6LD
0117 973 6786

Downend 3 Badminton Road,
Downend BS16 6BB 0117 956 0383

Fishponds 737 Fishponds Road
BS16 3UP 0117 965 8566

Henbury 171 Crow Lane BS10 7DR
0117 950 8060

Henleaze 107 Henleaze Road BS9
4JP 0117 962 5156

Keynsham 63 High Street,
Keynsham BS31 1DS 0117 486
0902

Kingswood 5 Regent Street BS15
2JX 0117 961 6382

Knowle 172 Wells Road BS4 2AL
0117 977 6894

Lodge Causeway 231 Lodge
Causeway BS16 3RA 0117 965 1338

Nailsea 75 High Street BS19 1AW
01275 810 703

Portishead 76 High Street BS20
9EH 01275 817 571

Redfield 221 Church Road BS5 9HL
0117 941 4690

Sandy Park 43 Sandy Park Road
BS4 3PH 0117 977 7597

Shirehampton 52 High Street BS11
ODJ 0117 982 7960

Staple Hill 5 Broad Street BS16 5LN
0117 957 3413

Thornbury 20 High Street BS35
2AH 01454 418 610

Westbury on Trym 12 Canford Lane
BS9 3DH 0117 959 2768

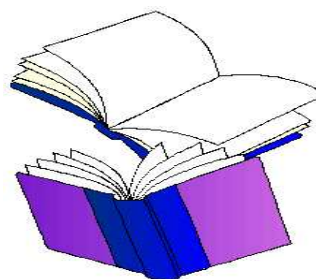
Yate 3 North Parade BS23 4AN
01454 315 863

Yatton Units 4 & 5, Page's Court
BS19 4EG 01934 877 257

Registered Charity Number: 269177

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

Visit the bookshop section at
www.bristolpegasus.co.uk



Click on the Amazon link 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 ideal
for Xmas Shopping !

Notice of AGM

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 8th December 2003 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m.

Agenda

- ◆Propose Minutes of the 2002 AGM
- ◆Chairman's Report
- ◆Treasurer's Report
- ◆Re-appointment of Auditor
- ◆Changes to Articles of Association
- ◆Nominations for Board of Directors
- ◆AOB

Nominations for the Board of Directors should be submitted on the form below, with the names and signatures of a proposer and seconder. Any proposed changes to the Articles of Association should also be submitted on the form below,

Nominations for the Board of Directors

Position	Nominee	Signature	Proposer	Signature	Secunder	Signature

Proposed changes to the Articles of Association

Proposer	Signature	Secunder	Signature

Nominations should be submitted on the forms above (or a photocopy) and sent to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS34 8PH, no later than 28th November 2003.

Following the AGM there will be a presentation to the 2003 Award winners (a full list will appear in the next edition of Backfire). There will be a free buffet during the evening. Please could those who hold perpetual club trophies ensure that they are returned to Tim by the end of November.


2004 Provisional Dates

Competition secretary John Corfield has put together the following list of event dates for 2004. The list includes both Pegasus events and events organised by other clubs to which we would normally receive an invitation. All dates are provisional at present.

DATE	DAY	EVENT	ORGANISING CLUB(S)
Jan 12th	Mon	BPMC Club Night	BPMC
Jan 30th	Fri	Nav Ex or Scatter	BPMC
Feb 9th	Mon	BPMC Club Night	BPMC
Feb 27th	Fri	Nav Ex or Scatter	BMC
Mar 8th	Mon	BPMC Club Night	BPMC
Mar 14th	Sun	BMC Autotest	BMC
Mar 26th	Fri	Nav Ex or Scatter	BPMC
Apr 4th	Sun	Karting ??	BMC challenge BPMC
Apr 5th	Mon	BPMC Club Night	BPMC
Apr 18th	Sun	Karting ??	BMC challenge BPMC
May 1st	Sat	Italian Car Day	Alfa Romeo
May 3rd	Mon	Wessex Sprint	MGCC, BMC and BPMC
May 10th	Mon	BPMC Club Night	BPMC
May 16th	Sun	BMC Solo	BMC
May 17th	Mon	Treasure Hunt	BPMC
Jun 5th	Sat	CCC Day	BPMC
Jun 13th	Sun	BMC Autotest	BMC
Jun 14th	Mon	BPMC Club Night	BPMC
Jun 21st	Mon	Treasure Hunt	BPMC
Jul 3rd	Sat	BMC CC Sprint	BMC
Jul 5th	Mon	Treasure Hunt	BPMC
Jul 12th	Mon	BPMC Club Night	BPMC
Jul 17th	Sat	CC Test Day	BPMC
Jul 31st	Sat	Llandow Sprint	BMC and BPMC
Aug 9th	Mon	BPMC Club Night	BPMC
Aug 16th	Mon	Treasure Hunt	BPMC
Aug 30th	Mon	2 Club Sprint	BMC and BPMC
Sep 13th	Mon	BPMC Club Night	BPMC
Sep 26th	Sun	Autotest (MGCC)	MGCC and BPMC
Oct 3rd	Sun	BMC Solo	BMC
Oct 11th	Mon	BPMC Club Night	BPMC
Oct 16th	Sat	Pegasus Sprint	BPMC
Oct 29th	Fri	Nav Ex or Scatter	BMC
Nov 8th	Mon	BPMC Club Night	BPMC
Nov 19th	Fri	Nav Ex or Scatter	BPMC
Dec 3rd	Fri	Nav Ex or Scatter	BPMC
Dec 13th	Mon	BPMC AGM	BPMC

2003 BPMC Autotest

By Kieron Winter

 The good spell of weather that we have had this Autumn lasted long enough to include this year's Autotest.

Martin Baker did a good job of scrutinnering the cars of the 15 entrants and the competition got underway at 10.15 am. There were a good band of marshals and this enabled three courses to be run, two in the usual area on the old slippery tarmac, but one in an area of new tarmac which gave more grip.

There were several novices out on the event, but it was some of the old hands getting it wrong or hitting cones on the first rounds. However as the drivers got into the swing of the event, things improved and the times were very close.

There were four of the classic MG's out competing, Bruce Morgan in his TF winning the class. Russell Morgan driving his K series engined Midget only finished 5 seconds behind event winner Dave Mothersdill in his similar Midget.

It was good to see Gordon French out in his BWM Z3 and he had a good battle with the MGB's.

In the front wheel drive class we had three novices entered, Andy Laurence in his Ford Ka and Jim French and John Yandell sharing their rally prepared Peugeot 205.

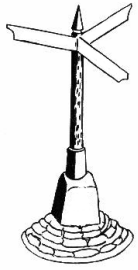
Also in the class was a MG ZS, the car was driven with great verve, but handicapped by an appalling turning circle. In fact on one test the car took a very wide line, this took a marshalling John Corfield by surprise. John had to take a few paces backwards to avoid the MG, luckily his thermos flask also survived this incident!

However the most drama was reserved for the Peugeot. On the previous day it was being driven around Castle Combe by Jim and John on an Action Day.

This was their first Autotest and after a few wrong tests, they soon got into the swing of things and started to egg each other on. The car leaping away from the start line, reversing was made easier by forgetting to fit the hatchback ! and they got up a good speed on the straight stuff.

However towards the end of the event the car pulled away from the start, made a funny noise, followed by the tinkling of bits of metal on tarmac. John calmly walked up to the car looked underneath it and pronounced it was dead. It was pushed away to the corner of the car park bleeding oil. There was no "Basil Fawlty" beating the car with a branch, they were only apologetic for disrupting the event.

Whilst all this was going on, Andy was having a great run in the Ka, winning his class and taking the award for the fastest Bristol Pegasus member. Thanks to those who took part in the event and those who helped marshal.



Navigation Scatter

Friday 24th October

The October Navigation Scatter was a joint event with Bristol Motor Club.

Eight crews arrived in the start car park near Chipping Sodbury high street on a cold but dry evening.

Among the Pegasus members were Matt Marples and Mark Astin were out on their debut event in the superbly prepared for rallying Peugeot 205 GTI.

Andy Moss was joined by Martin Emsley in the Peugeot 106, not letting crutches get in the way of his motorsport.

Chris Goodchild & David Adams were also representing the club.

Once the formalities of signing on and insurance were sorted out the route instructions were handed out.

These consisted of 27 grid references.

The route checks were divided into 25 point and 15 point clues – the 25 point clues involving more driving to collect.

The route checks took the crews to areas such as Winterbourne, Frampton Cotterell, Iron Acton as far South as the edges of Bradley Stoke. The Northern limits of the route were Wotton-Under-Edge and Charfield.

The finish was back at Chipping Sodbury in time for a drink at the Boot pub.

When the results were first announced Chris Goodchild & David Adams were in first place, however it was pointed out that the organisers had forgotten their own regulation that stated that no merit would be attached to visiting more than 75% of the locations.

Once the calculation had been done again the results were declared as below.

October Nav Scatter results

Team	Total after deductions	Placing
Paul Parker/Mark Chater	319 points	1st
Glyn Hopkins/Will Palmer	315 points	2nd =
Chris Goodchild/David Adams	315 points	2nd =
Andy Moss/Martin Emsley	295 points	4th
Matt Marples/Mark Astin	265 points	5th
Gavin Drake/Richard Marsh	260 points	6th
Allen Harris/Nick Rainbow	231 points	7th
Jon Phelps/Jon Graham	200 points	8th

Clubmans Championship

(up to Oct Nav Scatter) - Results prepared by John Corfield

TOTAL POINTS	ENTRANT	POSITIONS	NUMBER OF EVENTS	ORGANISED?
42.55	Mark Astin	1	9	Yes
40.65	Matt Marples	2	9	Yes
38.77	John Corfield	3	Best 10	Yes
37.80	Paul Bird	4	10	
33.31	Andy Moss	5	Best 10	Yes
27.71	Martin Baker	6	6	Yes
24.03	Kieron Winter	7	5	Yes
21.24	Martin Emsley	8	5	Yes
20.53	Chris Goodchild	9	6	
19.69	Pete Goodman	10	4	
17.19	Dave Cutcliffe	11	4	Yes
16.09	David Adams	12	5	
15.85	Ian Hall	13	3	Yes
15.24	Judith Bird	14	4	
14.31	Howard Johnson	15	3	
14.04	Mike McBraida	16	3	
13.69	Jonathan Milne	17	3	Yes
11.21	Mark Roberts	18	2	Yes
11.08	Cherry Robinson	19	4	Yes
11.08	Nick Wood	19	4	Yes

Marshals Championship

(up to Oct Nav Scatter) - Results prepared by John Corfield

TOTAL POINTS	ENTRANT	POSITIONS	NUMBER OF EVENTS
12	Martin Baker	1	6
11	Kieron Winter	2	6
10	Dick Craddy	3	5
8	Bob Hart	4	3
6	John Corfield	5	4
6	Lewis Bird	5	5
6	Malcolm Allen	5	5
5	Martin Emsley	8	3
5	Tim Murray	8	3
4	Lesley Hart	10	2
4	Tony Smith	10	2

Bristol Pegasus Fantasy F1 2003

Final Positions – Prepared by Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Pete Stowe	Montoya	Alonso	McLaren	BAR	499
2	Kieron Winter	Alonso	Pizzonia	Williams	McLaren	488
3	Mary Craddy	R Schumacher	Alonso	McLaren	Jaguar	479
4	Andy Moss	Webber	Button	McLaren	Renault	460
5	Matthew Watts	Barrichello	Alonso	Renault	BAR	431
6	Mark Elvin	Raikkonen	Webber	Williams	Toyota	412
7	Martin Baker	Alonso	Heidfeld	Ferrari	Jaguar	408
8	Jeff Spencer	Coulthard	Button	McLaren	Toyota	405
9	Louella Holsman	M Schumacher	Wilson	Renault	Minardi	401
10	Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault	400
11=	Dave Cutcliffe	Raikkonen	Pizzonia	Ferrari	Toyota	395
11=	Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota	395
13	Donny Allen	Heidfeld	Verstappen	Williams	Sauber	375
14	Alison & Josh Bennett	R Schumacher	Coulthard	BAR	Minardi	368
15	Arthur Tankins	Trulli	Webber	Ferrari	Minardi	363
16	Elisabeth Lewis	Montoya	Panis	Renault	Minardi	360
17	Chris Lewis	Coulthard	Button	Renault	Toyota	358
18	Steve Conner	Firman	Button	Ferrari	Minardi	354
19	Mal Allen	Firman	Button	Ferrari	BAR	352
20	Chris & Sam Bennett	Fisichella	Firman	McLaren	Jordan	351
21	Paul Bird	Heidfeld	Firman	Ferrari	BAR	350
22=	John Page	Alonso	Villeneuve	Ferrari	Toyota	342
22=	Tim Murray	Alonso	Villeneuve	Ferrari	Toyota	342
24	Martin Emsley	Heidfeld	Panis	Ferrari	Minardi	329
25	Dick Craddy	M Schumacher	Frentzen	BAR	Toyota	317
26	Alan Spencer	R Schumacher	Coulthard	Jaguar	Toyota	316
27	Alison Emsley	R Schumacher	Button	Jordan	Jaguar	315
28	Judith Bird	Button	Panis	Renault	Jordan	307
29	Liz Moss	Coulthard	Fisichella	Jordan	BAR	296
30	Mark Williams	Firman	Panis	Ferrari	Jordan	295
31	Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota	282
32	Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota	227

