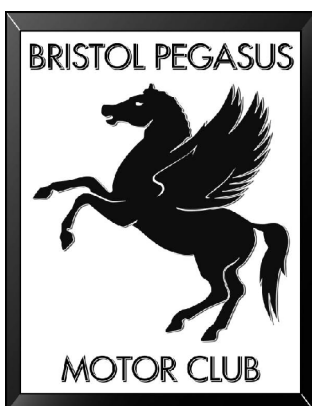


Backfire

September 2004



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

Photo : Club Stand at the Castle Combe Club Day 2004

Monday 13th September

Club Night - Wheatsheaf Inn - 8:30pm

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

Trip to Historic Motorsport & Coventry Transport Museum

Saturday 25th September 2004

A few places are still available at the time of going to print - More details later in the magazine.

Sunday 26th September - Patchway Autotest

The regs are now available for this event from either John Corfield or by download from the BPMC website. The closing date for postal entries is Thursday 23rd Sept although entries are accepted on the day providing the maximum number of 35 has not been reached. The entry fee is £7.50 or £9 on the day and entries go to the Secretary of the meeting (John Delafield) who can be contacted on 01453 544497 (evenings) or e-mail john.delafield@talk21.com

The location, as usual, will be in the Rolls-Royce main car park. Gypsy Patch Lane (B4057), Patchway, Bristol. Scrutineering starts at 9:30am, the tests start at 10:15am, and the exclusion time if not signed on is 9:45 (at the organiser's discretion). If you don't enter please think about coming along to marshal, in which case please contact John Corfield.

Saturday 16th October - Pegasus Sprint

The regs have been issued and are available from the the websites. If you have not received a copy by post and can't download them then give John Corfield a call.

Friday 29th October - Navigation Scatter

This event is run jointly with the Bristol Motor Club and we should have the details next month.

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

November navigation event in jeopardy!

We still have no volunteer(s) to organise and run our 19th November Nav Ex/Nav Scatter. This is a BPMC only event and is programmed as a Navigation Exercise and not a Navigation Scatter but please feel free to volunteer and do either. To all those who have enjoyed Navigation events but have not organised one please consider taking a turn for the benefit of the other club members.

The August 2004 Treasure Hunt by John Corfield

Ok, so the first thing I'll admit is that it's not a very catchy title, but Kieron and I just couldn't seem to come up with anything so that was it's name. The evening of the 16th arrived with dark clouds and a fair spattering of the wet stuff as I parked up by the bottlebank at Thornbury's Rock Street car park. We'd been concerned by the onset of the darker evenings and had made the clues for the latter part of the Treasure Hunt a little easier. However, I had this sense of foreboding as the light seemed to be fading away as early as 7:15 and no-one had yet arrived.

7:20 and the first stalwarts arrived quickly followed by four other crews. Many thanks to those who turned out on such an uninviting evening and who made all the work Kieron and I had done very worthwhile (fellow organisers will know just what I mean). Whilst we were waiting under the shelter of my tailgate and a few trees I suddenly heard a voice from around the bonnet area saying "Hello, hello, hello." Totally confused, and convinced that someone from the other side of the car park hedge was hailing us, I shouted back "hello" and suddenly realised that it was Kieron hailing me through my mobile phone which was still in the dashboard cradle - duh! It was good news though as he'd gone to reccy some roadworks and was able to tell the competitors to ignore the "Road Closed" signs en route - I dread to think what we'd done if the road had been closed!

By 7:35 we had the five crews signed up and off with their papers; Alan Spencer and Bill Farrow were the last away because Alan was busy under his bonnet for a short time. Bill said something about Alan having only just finished replacing his Metro engine with a 2 litre turbocharged unit but he was smiling when he said it and I forgot to follow it up later. With the crews away Kieron agreed to go to Tesco to look up some prizes whilst I stayed at the car park in case anyone came along late. Kieron returned a short time later with a story of a multitude of police cars with flashing lights surrounding the Tesco store whilst they dealt with the aftermath of a fight! Kieron had boxes and bars of chocolate safely clutched in a bag for first and second prizes

though so we headed off to the Swan (the finishing venue) for me to park up and then we headed of the Berkley to prepare a tie-breaker question.

A few miles and a few thousand gallons of rain water later we were back at the Swan forcing ourselves to find somewhere comfortable to sit out the evening whilst we forced ourselves to have a drink just to be sociable. The finish time was set at 10pm and we were convinced that the first crew would arrive back about 9:30 having given up in the dark with only three-quarters of the questions answered. However, much to our surprise and satisfaction, Nick Cook and Chris Goodchild arrived shortly after 9:30 with all the papers completed. Paul and Judith Bird were not far behind again with a pretty good set of answers and I knew that Paul had really enjoyed it in the way he threw his answer papers onto the table and grimaced whilst he grunted some of his well-practised profanities. Four crews were in by the deadline but unfortunately Andy Moss and his (rapidly growing) son Simon got in 9 minutes late and incurred a penalty of -45 points. Without those penalty points their score was very credible indeed against all the other well-seasoned experts and it was especially pleasing to have Simon along. Very much in the way that Lewis Bird has grown up with the club let's hope that Simon will become a regular face also.

Then followed the marking which involved the usual iterations whilst Kieron and I deliberated over partly right answers and went back over some papers to ensure we were consistent. We seemed to have one answer different to what we were getting from the entrants and we were in danger of changing our minds when Alan and Bill came to the rescue by putting down exactly what we had. Ha ha, a score of minus one to the other crews! In the end, of the 75 questions there were only a couple that foxed everyone so full marks to Kieron who did the vast majority of the work to set them.

Having given out the final scores we repelled the expected assaults from the "What? We didn't get any wrong!" brigade and then gave prizes to the first and second place crews. Martin and Lewis seemed quite put out that they didn't get a prize for coming third but as there were only five crews we felt that was bit overly generous. We were quite frankly surprised that the Club Treasurer could have such a cavalier attitude to spending such large amounts of the club's money; after all, £8.64 had been frittered away as it was (just kidding Martin).

CREW	SCORE	POSITION
Nick Cook & Chris Goodchild	134	1
Paul & Judith Bird	132	2
Martin Baker & Lewis Bird	105	3
Alan Spencer & Bill Farrow	94	4
Andy & Simon Moss	46	5

Market Place

Adverts for Motoring related items placed free for club members - Send to the Backfire Address.



1968 Daimler V8 250
Original unrestored condition.
New MOT, tax exempt.
Present owner 13 years.
New engine, stainless steel exhaust.
Priced for quick sale.

£4,995

Contact: Gary

Tel: 01179 328729

Email: gary@bristolfoods.com

"The Old Club Gazebo"

Unfortunately Ian Hall has been unable to make use of our old gazebo so if anyone would like to rise to the challenge please contact Ian (on 01225 892278) who will be very happy to pass it on to a good home.

Third Party Road Insurance for rallies in the UK

The following information is reproduced from information supplied by "Competition Car Insurance".

There is a lot of misinformation floating around concerning this subject. Maybe we should examine the facts and the history of this area.

Firstly, lets keep it simple and only consider the domestic UK situation. For rallies where competitors use the public highway, every competing car must have its own insurance. This can be achieved in two ways:

- 1) The vehicles existing policy can be extended to include the road sections of rallies
- 2) The competitor can purchase a short-term policy via the organisers.

This is where the confusion starts. An original scheme was established by CT Bowring and known as the RDS scheme. As time passed it was renamed, as the NES scheme and CT Bowring became part of a company called Marsh. This year Marsh decided to withdraw this scheme and it no longer operates on the Mainland of the UK. Curiously it still operates in the North and South of Ireland, where it is the ONLY option available to organisers and competitors.

An alternative scheme was launched by a company called Bradstocks, which was subsequently taken over by the Alexander Forbes Company which still operates today. However, it disappeared for a short period in the middle of 2003 which caused some serious stress for events running in that period.

The third scheme is the Competition Car Insurance scheme operated by the THB Clowes Group, which was put together to rescue events which had been left without a package to offer competitors.

It is easy to see why there is confusion and often people refer to a scheme by the wrong name or even try and use the wrong documentation. These are the facts and hopefully this gives you a better understanding of the availability of Third Party Road Insurance for rallies, because without it there would be less events.

INSURANCE MATTERS!

The following is taken directly from the MSA Club Bulletin issue number one/2004

The framework of the insurance cover arranged by the MSA is set out within Section W of the *MSA Competitors' Yearbook*, not a publication that every official or marshal sees. There are a number of stories currently floating about which are in no way accurate.

There are two strands to the insurance programme, Public Liability and Personal Accident. The MSA insurance programme is only in place if the activity in which you are engaged is covered by an MSA Organising Permit or an MSA Certificate of Exemption. We are aware that, for example some rescue units attend horse jumping events etc; if they do then they need to make their own insurance arrangements, for the MSA cover is not in place at these events. This applies equally to PL and PA policies.

The Public Liability Policy provides the MSA, Landowners, Organising Clubs, Officials and Competitors with cover in respect of any claims made against them as a result of an incident occurring at an MSA event. Cover is limited to £30 million for each and every incident. Typically this policy deals with claims made by third parties in respect of property damage or personal injury. The only involvement officials are likely to have in dealing with such claims is being asked to provide witness statements etc.

Personal

It is the Personal Accident Policy that is likely to be of more interest to officials. In all cases the term 'officials' embraces all persons who are actively involved in the organisation of the MSA authorised event. It thus includes, clerks of course, scrutineers, timekeepers, stewards, observers, flag marshals, incident marshals, paddock marshals, rescue crew, recovery crew, etc.

Whatever names may be dreamed up, if you are actively involved in the organisation of the event then you are an official. The PA benefits are provided solely at the discretion of the MSA, these being, for officials:

- death £65,000
- loss of two limbs, or loss of sight in two eyes or loss of sight in one eye and loss of one limb or permanent total disablement £65,000
- loss of one limb or loss of sight in one eye £32,500

In addition, there is a loss of earning benefit, should such a loss be incurred, this being related to the individual's income, making allowance for tax and National Insurance. This is capped at £225 per week and limited to 104 weeks.

The PA is in place from the time you leave home to travel directly to the event and continues until you return home. If you pre-volunteer for a meeting you will be on the organisers list and thus there will be a positive indication that you are an official of the meeting.

The policies are in force throughout the duration of the event but also provide cover for activities that are directly related to a specific event. As an example, if you are setting up a rally stage the day, or even the weekend before the event then the policies are in force.

The current story doing the rounds is that once the course closing car has gone through a stage, the insurance is no longer in place. This information is not true, the insurance remains in place provided the activity has a direct relationship to the event. As an example, if a recovery unit is dragging a car out of the trees and a rescue unit is giving assistance or simply standing by then the crew(s) continue to have the benefit of the MSA insurance.

Castle Combe Track Day - Tuesday 12th October 2004

We have received details of the following event at Castle Combe which may be of interest to club members.

This will be an all-day event for 36 cars, with twelve on the track at a time. Drivers can expect ten minutes every half hour - two hours' track time throughout the day; a second driver is free, a second car can be brought by one entrant as long as one is always parked in the paddock. Cars already listed range from Morris Minor to Peugeot 306 with several Jaguars and TRs etc.

About ten places remain available. The cost will be £180 for the whole day, or £100 for half the day. At least two instructors have volunteered their services for free – this will be a good day for learning and improving.

Noise limit 100dBs static. No refund if noise test is failed (silencers available at circuit shop).

Once again EDP (www.edpphoto.com) will be providing rapid photographic service. I am not planning any large passenger organisation, but parade laps will be available if there is a demand.

We shall be raising funds for Macmillan Cancer Relief which is setting up a cancer treatment centre and hospice in Midhurst – our target will be a modest

£1,000.

See www.macmillan.org.uk

So far this year our track days have generated over £7,000.

20th March raised £2816 and was part of the weekend Regis Classic Tour which raised a total of £26,192 – this was split between the Prostate Cancer Charity and Breakthrough Breast Cancer.

7th April raised £4356 for the Royal Navy Historic Flight at Yeovilton which will help keep the World War 2 Fairey Swordfish on public flying display.

If Castle Combe on 12th October is of interest, please send your cheque now; £180 for all day, £100 for a half day - payable to C.Darwin Charity Account.

Any queries, please telephone me or email.

Christopher Darwin

(Part-time marshal at Goodwood; member ATDO)

Summers Place Cottage, Billingshurst, W Sussex RH14 9AB

c.darwin@virgin.net or cdarwin@luap.com (less fierce antis spam)

01403 783458

On behalf of Macmillan Cancer Relief Reg Charity 261017

Trip to Historic Motorsport & Coventry Transport Museum Saturday 25th September 2004

A couple of places are still available on the club trip to Historic Motorsport and Coventry Transport Museum on the 25th September. Priority to club members.

The itinerary is as follows :-

8.15 – Depart from Downend by mini bus, so be there in good time please.

10.30 – Arrive Historic Motorsport for look around.

12.30 – Depart to Public House for Lunch. Martin Baker has located one in vicinity and is trying to obtain menus so we can order in advance and reserve tables.

2.15 – Arrive at Coventry Transport Museum for a conducted tour.

Travel home.

The cost is £12.50 per person, this covers the tour in Coventry and £10 towards the mini bus hire and fuel cost. It is envisaged that The Bristol Pegasus Motor Club will subsidise the rest.

Clubmans Championship 2004
To the August Treasure Hunt
Results prepared by John Corfield

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
34.65	Paul Bird	1	9	Yes
25.48	Andy Moss	2	7	Yes
24.33	Martin Emsley	3	5	Yes
24.32	Martin Baker	4	6	Yes
19.18	John Corfield	5	5	Yes
18.37	Dave Cutcliffe	6	4	
17.87	Chris Goodchild	7	5	Yes
15.63	Matt Marples	8	5	
14.86	Judith Bird	9	4	
11.58	Alan Spencer	10	4	Yes
11.29	Lewis Bird	11	3	Yes
10.71	Nick Wood	12	3	
10.57	Kieron Winter	13	3	Yes
9.87	David Adams	14	3	
9.74	Kevin Jones	15	2	
8.96	Paul Rowbottom	16	2	
8.67	Pete Crudgington	17	2	
7.79	Paul Draper	18	3	
7.57	Jeff Bruce-Southern	19	2	
6.72	John Mearns	20	2	

Marshals Championship 2004
To the July Treasure Hunt
Results prepared by John Corfield

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
9	Kieron Winter	1	6
5	Dick Craddy	2	2
5	Lewis Bird	2	4
4	Alan Spencer	4	3
4	John Corfield	4	2
3	Bill Farrow	6	2
3	Bob Hart	6	1
3	Ian Hall	6	1
3	Martin Baker	6	2
3	Martin Emsley	6	2
3	Tim Murray	6	2

Autumn Leaves Autosolo

The Dolphin Motor Club are running an Autosolo at the old airbase Greenham Common, near Newbury on the 10th October.

For anyone who would like to take part a competition membership of Dolphin is available for only £2. Entry fee for the event is £25.

If you would like a set of regs e-mail Andy Moss or send a SAE marked "Solo Regs" to the Backfire address.

The Bristol Two Club Sprint 2004 BPMC & BMC Colerne - Monday 30th August 2004

Another well supported event at Colerne. Notable Pegasus performances included Dave Cutcliffe again taking FTD, as well as class wins for Kevin Jones in the Noble M12, Pete Devall in the Davrian Mk8 and Ross Browne in the Force 10.

Mark Elvin put in a creditable performance in the Metro GTI in class 1, while Mark Roberts and Jonathan Milne in the Honda CRX were second and third in class 2 in the Honda CRX.

Mike McBraida in the Mitsubishi Lancer was second in class 4, while Tony Thorp and Simon Tidmus both in Caterham 7s did well in class B2. Richard Gambling and John Mearns took second and third in class respectively. Paul Perkin took the modified Peugeot 205 to 2nd in class C3. Ian Hall was his usual quick self in the Darrian T98R.

No.	Driver	Car	Club	Run 1	Run 2	Pos.
7	Dave Cutcliffe	Van Diemen DC93M	Bristol Pegasus MC	65.77	64.95	1
9	Graham Porrett	Reynard Tegra SF84	Bognor Regis MC	71.90		9
705	John Payne	Reynard 88D	H&SA	72.76	70.81	10
10	Mike Musson	Force 8PT	BMSA	76.39	73.56	11
142	Phil Lynch	Ralt RT30	H&DLCC	Fail		13
115	John Sampson	Quantum Xtreme	South Hams MC	74.14	73.85	12
143	Stephen Miles	Van Diemen RF96M	BMSA	71.49	70.67	7
141	Kevin Lealan	Formula Vauxhall Lotus	Bristol MC	72.25	70.75	8
6	Terry Holmes	Reynard Tegra SF84	Bognor Regis MC	69.58	69.46	5
133	Roy Dawson	DJ Racecars Firehawk	East Ayrshire MC	70.45		6
8	Simon Ashby	Reynard 883	BMSA	69.78	68.04	3
5	Martin Dowling	Reynard 88D	H&SA	80.38	68.50	4
145	Tony Wiltshire	Ralt RT34	Woolbridge MC	66.96	66.08	2

Special Awards

ABTD Pubs and Clubs Trophy Dave Cutcliffe - Van Diemen DC93M

Club Awards (on index)

Bristol Motor Club Watkins Nash Trophy Scott Pillinger - Royale RP26/27
Bristol Pegasus Motor Club Bristol Trophy Dave Cutcliffe - Van Diemen DC93M

The Organisers would like to thank all Competitors and Marshals for their co-operation and help in the running of this event.

2004 Two Club Sprint 2004 - Bristol Pegasus Entrants & Class Winners

No.	Name	Car	Club	Run 1	Run 2	Class Pos.
Class A1 - Road Production Cars up to 1400cc						
20	Bruce Graham	Suzuki Swift GTi	Bristol MC	93.83	91.80	1
21	Keith Sadler	Austin Mini	Bristol Pegasus MC	116.23	114.21	6
22	Mark Elvin	Rover Metro GTi	Bristol Pegasus MC	94.64	93.69	2
722	Paul Bird	Rover Metro GTi	Bristol Pegasus MC	99.76	94.56	3
Class A2 - Road Production cars over 1400cc & up to 1800cc						
29	Rob Clarke	Lotus Elise Sport 160	Bristol MC	90.25	85.85	1
30	Paul Rowbottom	Peugeot 106 GTi	Bristol Pegasus MC	90.43	89.02	4
31	Scott Hughes	VW Golf Mk1	Bristol Pegasus MC	96.99	95.40	8
33	Pete Goodman	Citreon Saxo VTS	Bristol Pegasus MC	91.24	90.25	5
35	Ray Brownrigg	VW Golf	Bristol Pegasus MC		Did Not Start	
36	John Swettenham	Lotus Europa Twin Cam	Bristol Pegasus MC	108.83	104.17	10
37	Jonathan Milne	Honda CRX	Bristol Pegasus MC	88.99	88.20	3
737	Mark Roberts	Honda CRX	Bristol Pegasus MC	88.30	86.10	2
738	Paul Draper	Renault 19 16v	Bristol Pegasus MC		Retired	
Class A3 - Road Production cars over 1800cc & up to 2600cc						
44	Henry Barker	Peugeot 205 GTi	Bristol Pegasus MC	98.97	97.53	6
45	Tom Ibrahim	Toyota MR2	Bristol Pegasus MC	98.68	97.37	5
47	Toby Harris	Ford Puma	EMCOS	88.71	88.11	1
99	Andrew Morris	BMW 325i	Bristol Pegasus MC	103.67	100.15	8
Class A4 - Road Production cars over 2600cc						
50	Reg Palmer	Maserati Bi-Turbo Coupe	Bristol Pegasus MC	94.89	93.49	5
51	David Poplar	Reliant Scimitar GTE	Bristol Pegasus MC	95.60	95.00	6
52	Kevin Jones	Noble M12 GTO 3	Bristol Pegasus MC	84.91	81.72	1
55	Mike McBraida	Mitsubishi Lancer Evo VI	Bristol Pegasus MC	84.42	84.90	2
Class B1 - Road kit cars and replica cars up to 1800cc						
60	Peter Williams	Caterham 7	Bristol Pegasus MC	88.92	87.05	9
61	Tony Thorp	Caterham 7	Bristol Pegasus MC	82.81	80.25	2
63	David Jackson	Caterham Superlight	Bristol MC	77.98	78.14	1
66	David Sloggett	Caterham 7 SV	Bristol Pegasus MC	98.85	90.99	14
68	Nick Rainbow	Westfield SEI	Bristol MC	92.81	92.32	15
81	Simon Tidmus	Caterham 7	Bristol Pegasus MC	82.93	83.54	3
Class B2 - Road kit cars and replica cars over 1800cc						
76	Martin Pery	Westfield SEI	Bristol MC	78.04	79.18	1
77	Richard Gambling	Caterham 7	Bristol Pegasus MC	80.75	79.46	2
79	John Mearns	Westfield SEI	Bristol Pegasus MC	82.64	80.8	3
Class C1 - Modified Production Saloon & Sports cars up to 1400cc						
88	Pete Crudgington	Mini Marcos	Bristol Pegasus MC	84.75	83.16	2
90	Andrew Till	Clan Crusader	Torbay MC	82.33		1
Class C2 - Modified Production Saloon & Sports cars over 1400cc & up to 1800cc						
93	Nick Wood	Alfa Sud Ti	Bristol Pegasus MC	92.60	90.18	3
793	Cherry Robinson	Alfa Sud Ti	Bristol Pegasus MC	97.13	110.15	4
94	Richie Devall	Davrian Mk8	Bristol Pegasus MC	91.61	89.70	2
794	Pete Devall	Davrian Mk8	Bristol Pegasus MC	89.14	85.33	1
Class C3 - Modified Production Saloon & Sports cars over 1800cc & up to 2600cc						
97	Graham Ford	Caterham 7	Cheltenham MC	78.63	78.42	1
98	Paul Perkin	Peugeot 205	Bristol Pegasus MC	83.74	83.69	2
Class D1 - Sports Libre cars up to 1800cc and Hillclimb Supersports cars						
108	Barry Rogers	Mike Mk12	North Devon MC	78.32	77.00	1
810	Ian Cameron	Radical Clubsport	Bristol Pegasus MC	87.39		4
Class D2 & C4 - Sports Libre cars over 1800cc and Modified Production Saloon & Sports cars over 2600cc						
117	Ian Hall	Darrian T98R	Bristol Pegasus MC	71.83	70.93	1
Class E1 & E2 - Racing cars up to 600cc & over 600cc and up to 1100cc						
125	Ross Browne	Force 10	Bristol Pegasus MC	75.56	72.64	1
126	Trevor Hartland	OMS 2000M	Bristol Pegasus MC	76.78	74.47	3
Class E3 - Racing cars over 1100cc & up to 1600cc						
133	Roy Dawson	DJ Racecars Firehawk	East Ayrshire MC	71.70	70.55	1
134	Cliff Shorter	Formula Ford PRS	Bristol Pegasus MC	89.10	88.76	8
834	Brenda Shorter	Formula Ford PRS	Bristol Pegasus MC	100.71	97.62	9
Class E4 - Racing cars over 1600cc & up to 2000cc						
145	Tony Wiltshire	Ralt RT34	Woolbridge MC	67.31	Fail	1
7	Dave Cutcliffe	Van Diemen DC93M	Bristol Pegasus MC	67.98	65.42	FTD
Class E5 - Racing cars over 2000cc						
5	Martin Dowling	Reynard 88D	H&SA	71.58	68.70	1

Positions after Belgian GP

Results Prepared By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Martyn Davies	Alonso	Button	Renault	BAR	933
2	Simon Tidmus	Barrichello	Alonso	Renault	Sauber	918
3	Donny Allen	Heidfeld	Baumgartner	Ferrari	Renault	910
4	Martin Baker	Massa	da Matta	Ferrari	BAR	896
5	Paul Wiese	Panis	Pantano	Ferrari	BAR	853
6	Chris Lewis	Raikkonen	Trulli	Renault	BAR	833
7	Tim Murray	Alonso	da Matta	Ferrari	Minardi	806
8	Elisabeth Lewis	Coulthard	Alonso	Renault	BAR	789
9	Andy Moss	Barrichello	Baumgartner	Williams	BAR	761
10	Tom King	Barrichello	Raikkonen	BAR	Jaguar	759
11=	Caroline Meaden	Barrichello	da Matta	McLaren	BAR	751
11=	Mal Allen	Pantano	Bruni	Ferrari	McLaren	751
13	Dick Craddy	Barrichello	Pantano	Williams	BAR	727
14	Rex Meaden	Button	da Matta	McLaren	Renault	690
15	Martin Emsley	Montoya	da Matta	Renault	BAR	678
16	Liz Moss	da Matta	Panis	Ferrari	Jordan	663
17	Mark Elvin	Button	da Matta	Williams	BAR	655
18	Mary Craddy	Alonso	Button	McLaren	Jaguar	650
19	John Page	Raikkonen	Alonso	BAR	Jaguar	635
20	Alison Emsley	Alonso	Heidfeld	Williams	BAR	633
21=	Anne Draper	Trulli	Webber	Williams	BAR	632
21=	Kieron Winter	Trulli	Webber	Williams	BAR	632
23	Jonathan Prestidge	Trulli	Button	Williams	Jordan	615
24	Chris Goodchild	Raikkonen	da Matta	McLaren	BAR	574
25	Paul Draper	Fisichella	da Matta	Williams	BAR	550
26	Arthur Tankins	Raikkonen	Trulli	McLaren	Jordan	534
27	Alison, Josh, Dominic Bennett	Montoya	Panis	Renault	Jordan	498
28	Andy Laurence	Montoya	Raikkonen	Sauber	Minardi	474
29	Louella Holsman	Coulthard	Trulli	Williams	Jordan	471
30	Helen Davies	Raikkonen	Sato	McLaren	Jaguar	431
31	Chris & Sam Bennett	Massa	Pantano	Williams	McLaren	413
32	Mark Williams	Montoya	Heidfeld	McLaren	Jordan	401
33	Pete Stowe	Klien	da Matta	Williams	McLaren	381
34	Alan Spencer	Montoya	Webber	Jaguar	Toyota	304

