

Backfire

December 2002



The Magazine of the
Bristol Pegasus
Motor Club

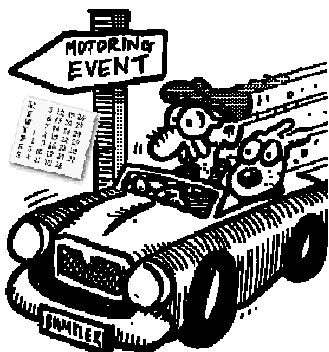
Cover : The 2002 Pegasus Sprint. Photo by Jerry Ree

Backfire

The Bristol Pegasus Motor Club

December 2002

December



Friday 6th - Nav Ex

Andy Moss and John Corfield organise. The event will start on the A432 near Mayshill at map reference 172 / 686 820½ at 7.30pm and will use map 172 only. The last competitive event of the year will feature straight forward navigation and should be entertaining for both experts and beginners alike. The finish will be at the Dog Inn at Old Sodbury. For further details contact Andy Moss on 0117 9041841 or e-mail andy@moss.ndo.co.uk

Monday 9th – AGM, Prize Giving and Buffet

The Annual General Meeting of the Bristol Pegasus Motor Club will be held on Monday 9th December 2002 at the Wheatsheaf Inn, High Street, Winterbourne, Bristol. The meeting will commence at 8.00 p.m. As usual the AGM will be followed by the annual award ceremony and a free buffet will be provided.

Pegasus Sprint Tyre Draw

We have been informed by Bridgestone that the winner of the set of tyres is Jonathan Milne, driver of car number 8, a Honda CRX in class 2 – Well done Jonathon.



Happy Xmas To
All
Club Members



Backfire

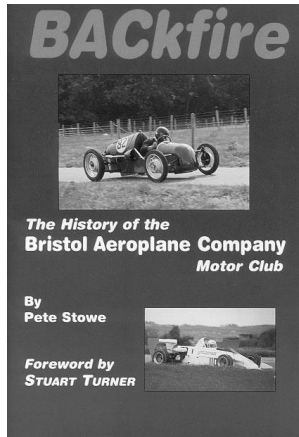
As always we are looking for contributions for Backfire
80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP
backfire@bristolpegasus.co.uk Fax (0870)139-2108

Club Website WWW.BRISTOLPEGASUS.CO.UK



MARKET PLACE

Free adverts of motoring related items for club members - send to the Backfire address



"BACKFIRE - The History of the Bristol Aeroplane Company Motor Club" by Pete Stowe charts the 56 year history of the Club, including the Filton Sprint and creation of the 500cc Formula 3 in 1945/6, up to its renaming as the Bristol Pegasus Motor Club in 2001.

"An excellent Club history a most enjoyable book" – Jerry Sturman

"I hope all readers get as much pleasure from reading its history as I have" - Stuart Turner

The 40 page soft-cover publication includes 8 colour and 19 b& w photographs.

Copies can be obtained from the author at 8 Laxton Drive, Kingswood, Wotton-under-Edge, Glos GL12 8 SQ for £5 including p&p (cheques payable to P Stowe).

FOR SALE

Mk III Toyota MR2 T-Bar

Dark Green Metallic. M Reg.
Very low mileage.
Excellent condition. Power steering.
Electric windows. £5500 ono.

Contact: Mike/Liz Baker on 0117 9701477

Citroen AX GT 3 door

H reg White Tax to end March 2003,
Mot Until Nov 2003
£400 [O.N.O](#)

Contact: Martin Emsley on 01454 250067

ONLINE BOOKSHOP

Visit the club online bookshop at

www.bristolpegasus.co.uk

The available books have been updated .

Every book sold raises money for St Peters Hospice. Books are supplied by amazon.co.uk



Regulations – and Rules?

A confusing guide by Martin Emsley.



MOTOR SPORTS ASSOCIATION
UNITED KINGDOM

Now lets get one thing absolutely straight at the start, I have no grievance against any individual or organisation, just felt I wanted to make a few observations. If someone wants to talk about them or to take some action then so be it.

Lets start at the start, logical enough, well where people may start sprinting. I guess this is maybe applicable to classes A1, 2, 3 & 4. My own thought are that classes A1 & A2 Road Production Cars or Road Saloons are particularly well suited to those starting out or perhaps wanting to have some 'cheap' fun sprinting. What I am going to expand upon is aimed solely at those classes.

Firstly it occurs to me that whilst in spirit the class may be for 'standard cars' the regulations do not enforce this. In reality the competitor may push as much as possible, modify, hopefully within the rules, to gain an advantage and the reality may be that money talks. Or does it? Ingenuity and making best use of what you have count for a lot, as of course do

experience and talent. That said I have seen a very competent driver of a lightly modified road saloon beat highly modified cars in A1. Basically though there is an awful lot that can be done in terms of engine, transmission and suspension modification to the extent that a 'circuit racing car' can be put into 'road trim' and compete against 'out of the showroom vehicles'. You pay your money and take your choice. I am not whinging, this is the way the regulations are, however to my mind this permits seriously modified cars not encouraging standard production machines and not necessarily great for attracting new blood, something we may not have a problem with currently, or have we? I think Road Production Cars should be just that, emphasis on production, entry level and pretty simple to govern, easier said than done and should they allow modifications that are safety related?

Which regulations are we running sprints too and are we actually governing it? Well what do you think? Personally I have yet to meet a class eligibility scrutineer, most regulations appear to cover it with a coverall 'organiser's discretion' statement. And there seems to be contradictions between MSA and ASWMC regulations.

A quick look at the regulations for one sprint this year revealed that it was run to MSA Technical Regulations, therefore tyre wise competitors should only use rubber fitted as standard or in list 1A. This therefore means anyone running for example Yokohama 032R tyres, which seem to be the demon rubber at the

moment, and permitted under ASWMC rules was illegal at that event (I know of no vehicles fitted with them as standard, onus on the competitor to prove otherwise). Am I right? So here we hit an impasse because under MSA regs. any radial tyre is allowed within listed certain constraints. Therefore at an ASWMC round regulations could permit registered competitors can use some tasty Yoko's and everyone else has to run 1A listed or standard fitment tyres. Unless the event is run to ASWMC rules I guess. Draw your own conclusions or better still govern it. I think a blind eye is being applied. Now whatever tyres a competitor uses they are supposed to be road legal, are they? Has anyone bothered to check?

All cars must have a valid tax disc the same regulations say, not about displaying it. To obtain said disc one needs a current MOT and insurance certificate. Only once have I been asked for MOT and road insurance and my disc checked. I have seen vehicles in class not displaying a disc. I have also questioned on occasions the ability of a competing vehicle to pass a legal Mot test. Understandably few wish to discuss this detail.

Cars are required to compete in a 'road going state', one thing that is required being number plates with all the associated spacing, letter, size, type etc. So how can cars in class run without plates fitted or indeed taped over? I can understand the viewpoint of not wishing to have your vehicle identifiable when pictures are put on a web site or possibly in a

magazine. That is individual choice, does not affect performance, but is it legal to the word or spirit?

I could take this in many directions but let us take a look at rear seat belt, which became mandatory in 1987 I believe. If they are not fitted at Mot time on a post '87 car it should fail the test. No Mot certificate. Now you could take them out after the test but would you be competing in 'fully road legal' form? Yes I have looked in the back of a few cars, and guess what?

Trim is another area of some concern, most of us know under ASWMC rules we can only remove carpets and floor mats, under MSA regs, it appears currently to me that 'All seats must be fitted' that's it. A set of regulations I perused for an event running to the MSA Technical Regulations however stated 'All major internal trim must be fitted, as specified by K22.1.3'. All rush for your Blue Books and look it up. This Technical Regulation is applicable to Rallies / Road Rallies. Have I missed something? I thought this was a sprint, the permit issued by the MSA is surely for a sprint so I therefore question the legality of this as an exception used in this context. I am probably wrong, answers on a postcard please. Interestingly the very latest MSA rule changes have now got this in line and gone further in terms of windows, heaters (we will not cover these!!) being operable at all times. Back to Interior trim, is not the parcel shelf a part of the trim in most hatches, and yet very there are competitors out there without them fitted.

At least regulations agree that 'roll over bars/cages must not accept or assist any suspension load' Well, well, well what have we here? I have found some proprietary multi-point cages quite sensibly attach to the shocker turrets in hatchbacks, now at which point do they not transfer suspension loads, by the nature of increasing the torsional rigidity of the vehicle the cage must assist suspension load. You decide. As for some of the complex, integrated 'race' cages I have seen in roadgoing!! Safety or advantage, a very fine line or plain illegal.

I have also observed in the latest MSA rule changes that bonnet louvres will be permitted, no limit on size (my words). Hope the ASWMC follow suite. However, the silhouette must remain unaltered, this in a competitive state. Shall we just hold a minute please, because I have seen bumpers removed and the silhouette is counted above wheel centres and many bumper units go above this point. Does anyone actually care, what advantage can be gained?

What about propping the rear of the bonnet open by a couple of mm's, or even an inch or two, to flow cooling air? It alters the standard profile therefore.....

What is the real problem, is there one?? What advantages are there to be gained in class when you can do so much engines, electronic or suspension wise? As I said earlier I cannot recall being at any event where true class eligibility has been checked. Does any of this matter, is it self-governing? If I have a problem

with something then all I have to do is slap my readies on the counter and protest.

Maybe there are some valid points, maybe I have got some things wrong, it all seems a bit of a mess to me. Why the hell can we not simply run all sprints to MSA regulations instead of reinventing the horse and ending up with an ass which no one seems to own. For example the ASWMC regulations under a) eligibility the final sentence reads 'Cars must also conform to the MSA Vehicle Regulations for Speed Events' and then go on to list their own Technical regulations some of which agree or complement MSA regulations, some as we have seen above seem to contradict. Why, oh why? The different tyre requirements at different events are potentially the most costly, but then a competitor could just run in the equivalent modified class.

I have looked at several event regulations whilst thinking about this. At the end of the day we do what we do Motorsport wise because we enjoy it, not for reward: Competitors, Officials and Marshals. Due regard must be given to those who regulate and run our sport, not an easy job and probably at times completely thankless, never the less without their freely given efforts we could not compete. It is appreciated.

There you are off my chest, something to mull over with a mince pie or stuff your turkey with. Merry Christmas.

The Rally of the Tests

The second Rally of the Tests took place on Friday November 8th and finished on Sunday, November 10, 2002.

Following a call to club Chairman Kieron Winter requesting help with marshalling a group of club members including Mark Astin, Paul and Lewis Bird, Bill Farrow, Bernie Humphrey, Matthew Marples, Andy Moss and Kieron met on a damp Sunday lunchtime at Ashton Court.

The event was the second running of this RAC-Rally revival with a 1950's theme and was organised by the Classic Rally Association. The aim is to re-capture the atmosphere of 50's Rallying, with strict regulations on period dress, bonus points for cross-ply tyres and penalties for modern gizmos like alternators. No less than 652 marshals made the route a success.

The route included 33 timed-to-the-second Tests and 8 Regularity Sections. Venues included the Curborough and Long Marston sprint courses. Stately homes, hillclimbs and airfields from Scarborough, across the top of very rural England to Windermere, and down through the Cotswolds to a finish in Bristol.

Among the entrants was former BBC Top Gear presenter Tony Mason, who along with his 73 year old driver, apparently changed a head gasket on their Riley 1.5 and still made the time-control with four minutes to spare.

Several ultra-tight road-sections featured in the three-day event, placing a premium on navigation

skills, and contributed to the overall leader board.

The final cars made their way through Ashton Court in the dusk, and we were left to tidy up in the dark, the competitors finishing the event at the Lloyds Building on the Bristol dockside. An enjoyable afternoons motorsport marshalling

Oh No!

Martin.....again

Rally, what rally? At least next year it may have a name befitting its evolution. Network Q International Rally of Great Britain, do me a favour, the 'old' Welsh National Rally travelled farther. Now the 'old' RAC Rally of Great Britain was truly an event, and those before, travelling the length and breadth of our green and pleasant land, not stopping and starting just because the sun had knocked off for the day. Sure it was an exciting event and I was pleased at the outcome, however I did not feel the need to be in touch.

I recall 1980 & '81 in particular when I had a radio by my side every waking hour to get the hourly update. The last time I got so enthused being 1989 when Penti finally got the result his ample talent deserved, just hope Petter goes on to win more. That said rallying has evolved and if anything the TV is getting better giving greater insight to the sport and battles. Far more entertaining to follow the WRC than watch F1 implode on it's pompous self.

Postscript: As I write this I hear talk of moving it earlier in the year to avoid

the bad weather!! Is someone extracting the Max?

AGM – Bring your money, super raffle and usual autojumble in aid of St Peter's Hospice, Bristol. Please come and support your Motor Club and this very good cause.

Citroen - finally we have started on our new car for next year, apparently the works team are waiting to see our livery before copying for McRae.

What is perplexing is phoning up suppliers for information about parts, spec and availability and they just don't want to know. Like getting blood from a stone, do they want some business or not? Most confusing. A lot of items need to be discussed, which seems like a good excuse for a beer. Have a great Christmas, Happy New Year and safe competing in 2003.

RAFFLE

At the AGM this year we will again be holding a raffle. Super prizes so far include a limited edition print, Jaguar gear, Whisky and Wine. Raffle tickets were included in last months 'Backfire'

If you wish to be included in the raffle please complete your name and contact number on one strip and return to Martin Emsley (See Below) with £1 payment per 5 tickets, you keep the other strip.

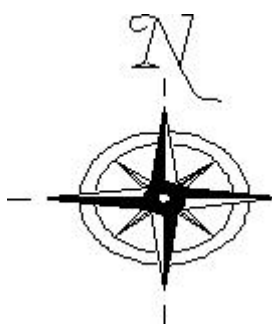
Additional tickets are available (call Martin) or at the AGM. 9th December 2002. Any donations of prizes gratefully received. All proceeds to St

Peter's Hospice, Bristol.

Martin Emsley 61 Simmonds View,
Stoke Gifford, Bristol BS34 8HQ.

Tel 01454 250067

November Navigation Exercise *by Tim Murray*



In setting this event I was, for once, reasonably on schedule. I sorted out the route one Sunday in heavy rain, splashing through vast puddles and slithering around on 'the wrong sort' of wet leaves, thinking to myself "Tee hee, they'll enjoy this on the night". Then I sorted out the navigation, checked it, checked it again, and sat back feeling smug. Ho hum. A few days before the event I found out that a new edition of map 172 had come out last April – would the event plot on it? Having procured one, I apprehensively opened it up, to receive a severe shock - the A46 has turned green! Yes folks, after some 28 years (of the metric series) the OS has come up with a radical new colour for 'primary routes' (A4, A36, A46 etc). After that traumatic experience it was a relief to find that the event worked fine on the new edition.

On the night, the first crew arrived at the start lay-by at around 7.10 pm, so had 20 minutes to read and digest the final instructions. In spite of this,

they failed to register that there were penalties for incorrect answers (ie guessing) and suffered accordingly, as did the crew who didn't spot that there were lateness penalties for finishing after 10.00 pm. When the route cards were issued a few people had difficulty with the false origin plotting – for this the experts had to plough through a lot of extra guff about Thomas the Tank Engine, John Major, Edwina Currie et al to obtain a key word. Here I must admit to an error, as pointed out by railway expert Martin Baker – Thomas the Tank Engine does **not** have a tender behind. The rest of the plotting seemed to go smoothly for most crews – too smoothly, in view of the final results.

Matt and Mark were first away, and the rest followed at irregular intervals. Last away were Dick and Kieron who loitered in the lay-by until 9.15. I then trundled off to the finish - the Upton Inn at Upton Cheyney - to find several crews already there. It soon became clear that I had made the event far too easy, as no less than four crews had 'cleaned' the event

(after a couple of duff routechecks had been scrubbed). Thus some sort of tie-break was required. The best I could come up with on the spur of the moment was asking them to estimate (without using the map) how many times the route had crossed or impinged on a 'European Long Distance Path'. Closest to the correct answer were Martin and Dave, who thus won their second successive navigation exercise.

Nine crews took part – a goodly turnout – it must be a while since we had such numbers on a Nav Ex. In addition to the usual suspects, it was nice to welcome new crew Ball and Davies. They are more used to European historic rallies, but in spite of arriving half an hour late (traffic delays on the M4) they soon got into the swing, and are threatening to come back for more. Thanks to everyone who entered, but be warned. The event I'm down to organise next year will be just a little bit harder (I hope).

Results (*B – beginner; E – expert*)

Pos	Driver	Navigator	Car	Status	Score
1	Dave Cutcliffe	Martin Baker	Peugeot 306	E	175
=2	David Adams	Chris Goodchild	Land Rover	B	175
=2	Matt Marples	Mark Astin	Corsa	B	175
=2	Paul Bird	Howard Johnston	Proton	E	175
5	Andy Moss	John Corfield	Rover	E	159
6	Steve Webb	Martin Emsley	Impreza	E	113
7	Dick Craddy	Kieron Winter	Saab 95	E	78
8	Mike Ball	Phil Davies	Clio	B	75
9	Mark Wright	James Harris	Calibra	B	45

Bristol Pegasus Clubmans Championship 2002

***Upto & including November Nav-EX - By John Corfield
(71 club members scored points)***

	CLUB MEMBER	POSITION	EVENTS	ORGANISED
43.94	John Corfield	1	12	Yes
37.71	Andy Moss	2	12	Yes
33.40	Paul Bird	3	9	Yes
29.57	Martin Baker	4	7	Yes
27.60	Martin Emsley	5	8	Yes
26.51	Christopher Goodch	6	8	No
25.29	Mike McBraida	7	6	No
20.57	Howard Johnston	8	5	No
20.35	Dave Cutcliffe	9	4	Yes
19.42	Mark Astin	10	6	Yes
19.42	Matthew Marples	10	6	Yes
17.83	Jonathan Milne	12	4	Yes
17.10	Paul Perkin	13	4	No
16.72	Pete Goodman	14	4	No
15.40	Alan Spencer	15	9	Yes
15.12	John Mearns	16	3	No
14.95	Mark Roberts	17	3	Yes
13.45	Pete Devall	18	3	No
12.81	Kieron Winter	19	5	Yes
12.57	Trevor Park	20	3	No

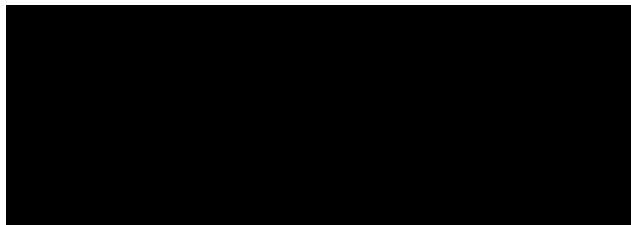
Bristol Pegasus Clubmans Marshals 2002

***Upto & including November Nav-Ex - By John Corfield
(31 club members scored points)***

POINTS		POSITIONS
13	Kieron Winter	1
12	Martin Baker	2
12	Dick Craddy	2
8	Bob Hart	4
6	Mal Allen	5
5	John Corfield	6
4	Dave Cutcliffe	7
4	Bill Farrow	7
3	Mark Astin	9
3	Ian Hall	9

2002 Two Club Sprint

By Mark Elvin



I am a very lucky person. Lucky to have such good friends as Martin Emsley & Andy Moss (AKA team AX), without whom I would have not been competing in the Two Club Sprint at Colerne on 26th August (was the summer really that long ago)?

For some strange reason, they agreed that whilst Martin was double driving John Corfields Cossie, I could step into Martins shoes & join Andy in the Citroen. Given that I had never competed in a sprint before, this was indeed a very stupid, sorry I mean brave, thing to do.

The morning of the big day came & Team AX became Team Citroen as we left home at 6:30 AM, Martin & Andy in the AX, me in the Picasso support vehicle, thankfully (& some what surprisingly) the AX was being

driven at a sensible pace as there is no way I could have kept up otherwise.

Upon arrival, we signed in & awaited for our first convoy run. I'm not sure who was more nervous, me because it was my first sprint, or Martin as he was about to be let loose in the Cossie!

The time came for the convoy run & Andy was first behind the wheel with me riding shotgun. I was very surprised at the speed at which the convoy run was going & as we approached the straight it became apparent that getting a good run out of the right-left chicane into the straight was going to be all important if I was to have any chance of a decent lap time. After the straight came what I was told is a new section of track to stop people from

destroying the MOD's fencing. It is a really horrible little twisty, undulating section of tarmac. Seamed like a prime place for me to have an 'off', made a mental note to take it easy there.

So, after my convoy run there was no putting it off any longer as the announcement came over the tannoy for class A1 to line up at the start. I was really nervous, but once strapped in & lined up at the start line the only thought in my head was don't forget to take the handbrake off at the start, thus avoid looking like a 24 carat plonker (the overalls do that perfectly well).

What happened next is possibly the most fun I have had with my trousers on, although on my first run I missed every apex & braked about 50metres too early for every corner, having said that I was pleased with my start, no tyre smoke or bogging down, it turned out to be my best 64ft split time of the day.

During my 2nd practice & 1st timed run I concentrated on getting my braking points & apexes nailed & the times came down by 1.04s on my second practice & a further 1.65s on my first timed run. I was fairly confident that I had wrung all I could out of the AX & was looking to put in a similar time on my 2nd timed run to that of my 1st.

The time came for my last run of the day & I was no longer nervous as I approached the lights. I was happy with my start & as I approached the first corner was feeling very relaxed. Maybe I was too relaxed as I braked too early, causing me to wipe off too

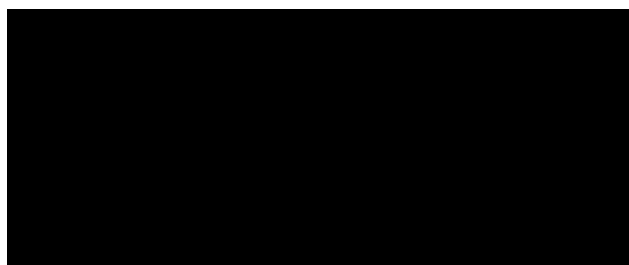
much speed & miss the apex by about 15 feet, meaning that I had to force the car to run to the outside of the circuit in preparation for the next corner.

No problems here, got the line right, built up a good turn of speed down the straight, into the next series of bends & up to the new section of track where I managed to brake slightly to late, meaning that I was on opposite lock as I entered the tight right-left-right section. Thankfully I managed to hold it all together & I was only one corner away from the finish line.

I crossed the finish line & breathed a sigh of relief as both myself & the AX survived a slightly hair raising last run. As I extracted myself from the AX I was sure that I had found something else other than the great wall of China that could be seen from space, it was my smile & despite my best efforts to ruin my last run I had surprisingly managed to take 1.81s out of my previous best run of the day.

The day had been a thoroughly enjoyable experience & I must once again thank Martin & Andy for being kind enough to let me drive the AX.

Now I wonder if I can get the Mini finished for next year.



Annual General Meeting – 9th December 2002

The following two resolutions will be voted on at the AGM. For those unable to attend a proxy voting form is enclosed below.

Resolution 1

Proposed addition to the Articles of Association

The following additions to the Articles of Association are proposed. The Memorandum of Association of the Company states what will happen to the assets of the Club in the event of it being wound up. However the Articles did not address how this may happen.

“DISSOLUTION - A resolution dissolving the Company shall not be effective until it is passed by resolution at two successive General Meetings.

The dissolution shall take effect from the date of the last General Meeting and the Board of Directors shall be responsible for the winding-up of the assets and liabilities of the Company.

66. In the event of dissolution the assets of the Company after all debts have been paid, shall be disposed of to such body or bodies as per item 6 of the Memorandum of Association and if more than one, then in such shares as shall be determined by a vote at the last General Meeting.”

Resolution 2

Board of Directors

There have been 11 nominations for the 11 Directors positions. Due to work commitments Paul Draper has decided to stand down, however we have received a nomination from Matt Marples to join the Board. The full list for nomination is:

Mal Allen	Martin Baker
John Corfield	Martin Emsley
Ian Hall	Phil Harris
Matt Marples	Andy Moss
Tim Murray	Alan Spencer
Kieron Winter	

For those unable to attend the AGM, please use the form below (or photocopy) to cast your votes for the two resolutions above.

I, membership number
appoint *.....or *the Chairman of the meeting, as my proxy to
vote in my name at the AGM on 9th December 2002. This form to be used in
respect of the resolutions mentioned below as follows:

Resolution No.1 *for *against

Resolution No.2 *for *against * = strike out whichever is not desired

Unless otherwise instructed the proxy may vote as they think fit or abstain from voting.

Signed

Date

Forms should be sent to the Secretary, Tim Murray, 170 North Road, Stoke Gifford, Bristol, BS12 6PH to be received no later than 7th December 2002

2002 Award Winners – Awards may be collected at AGM

Event	Title	Winners	Perpetual Trophy
February Nav Ex	1st	Mark Astin / Matthew Marples	
March Nav Ex	1st	Christopher Goodchild / David Adams	
Wessex Sprint	4th Class 2 3rd Class 2 3rd Class 5 2nd Class 4 2nd Class 5 2nd Class 6 2nd Class 8 2nd Class 9 2nd Class 14 1st Class 4 1st Class 5 1st Class 8 ABTD Best Bristol Pegasus Member	Jonathan Milne Mark Roberts Benjamin Shalders Mike McBraid Tony Thorp John Mearns Pete Devall Paul Perkin Ross Browne Pete Goodman Oliver Bull Richie Devall Dave Cutcliffe Oliver Bull	The Wessex Trophy The Firth Vickers Trophy
Llandow Sprint	2nd Class A4 1st Class C3 1st Class E1 Best Bristol Pegasus Member	Pete Goodman Paul Perkin Cliff Shorter Paul Perkin	Awarded at the Event Awarded at the Event Awarded at the Event Rudgeway Cup
Two Club Sprint	4th Class A4 3rd Class B2 3rd Class C2 2nd Class A2 2nd Class A4 2nd Class B2 2nd Class C2 1st Class A4 1st Class C2 1st Class D2 1st Class E2 1st Class E5 ABTD Best Bristol Pegasus Member	John Corfield Trevor Park Nick Wood Mark Roberts Mike McBraid John Mearns Richie Devall Pete Goodman Pete Devall Ian Hall Ross Browne Dave Cutcliffe Dave Cutcliffe Ian Hall	The Pubs & Clubs Trophy The Bristol Trophy
Autotest	Class 3 award Best Bristol Pegasus Member	Mike McBraid Mark Williams	The Crumpled Cup
Pegasus Sprint	3rd Class 2 1st Class 3 1st Class 5 3rd Class 5 1st Class 6 1st Class 10 1st Class 14 FTD Road Saloon Cars FTD Road Sports Cars ABTD Best Bristol Pegasus Member	Jonathan Milne Mike McBraid Tony Thorp Benjamin Shalders John Mearns Paul Perkin Philip Montgomery-Smith Mike McBraid Paul Burry (Morgan SCC) Keith Murray Keith Murray	To be awarded Awarded at the Event Awarded at the Event Awarded at the Event Awarded at the Event Awarded at the Event Awarded at the Event Patchway Cup Filton Cup Awarded at the Event Kell Rose Bowl
October Nav Ex	1st	Martin Baker Dave Cutcliffe	
November Nav Ex	1st	Martin Baker Dave Cutcliffe	
December Nav Ex	1st	TBD TBD	
Marshals Champion	1st	TBD	Welch Cup
Committee Award		TBD	Committee Rose Bowl





It's Christmas

By Martin Emsley



Decided to do something different for Christmas this year, wanted it to have more of a 'car' theme. Wife was not altogether sure though.

First thing was a wreath for the front door to replace the traditional holly and berries type. In true 'Blue Peter' fashion I got an old tyre, sprayed it green and stuck on some red and white tops off oil and paint cans. Though slightly on the heavy side I didn't believe it would be a problem fixing it to the front door. It stayed up for a week getting some pretty funny comments from the neighbours. Unfortunately my youngest was non-too pleased at spending Christmas in hospital suffering with concussion and rubber burns when the door hinges parted company with the frame.

The 'Christmas Tree' took much more thought and work with angle grinder and welder, bringing a whole new meaning to recycling. The base was easy, a wheel and tyre into the centre of which I fixed an old straightish piece of exhaust for a trunk. It was going very well, branches were made out of the spokes from an old wire wheel, the concept of a cylindrical tree as opposed to the traditional conical quite aesthetically pleasing. Hanging rubber wiper blades over the spokes, creating quite a good effect completed the tree. Now for some decorations, I broke up two number plates and hung the bits from the tree

reasoning they would reflect light and give a sparkly effect. The neighbours insisted that I replace the plates on their cars.....or else. That cost me a few bob, so much for saving the Earth being cheap. Other hanging decorations included wheel trims that were too big and wife made me put them back on her car. The chromed wheel nuts look really good, I only took two per wheel off the Lady down the roads Audi TT, and she is still driving around.

I tried to find a use for some old oil filters but they left some small marks on the cream shag pile, wife very unhappy about the new zebra stripe effect or how it was spreading through the house, staying upright on the kitchen lino requiring all the balancing skills of a top rally driver on ice without studs. They were therefore replaced with air filters that look super in orange / grey and come in many shapes and sizes. The 'fairy' is a recycled 'Shrek' air freshener, I stuck on a pair of paper wings, groovy.

Every tree needs some lights, a selection of orange indicator, dashboard pea and blue headlamp bulbs seemed a good choice. They were hard wired together using old throttle, choke and clutch cables, an indicator relay put in the circuit to ensure they flashed, then connected to the mains. I had not taken into account the metal tree which began to glow a pretty cherry red...and mostly wish I had not connected it whilst the firemen were on strike. If anyone could accommodate us over Christmas.....



**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.

Draft 2003 Calendar

Please note that the Calendar is still in draft as the Castle Combe dates have not yet been confirmed.

Jan

Mon 13th Club Night
Fri 31st Nav Scatter

Feb

Mon 10th Club Night
Fri 28th Nav Scatter

Mar

Mon 10th Club Night
Fri 21st Nav Ex

Apr

Sun 6th Production car Trial
Mon 14th Club Night
Sun 21st Karting Challenge

May

Mon 5th Wessex Sprint
Mon 12th Club Night
Mon 19th Treasure Hunt
Mon 26th Llandow Sprint

June

Mon 9th Club Night
Mon 16th Treasure Hunt

July

Mon 7th Treasure Hunt
Mon 14th Club Night
Sat 19th Castle Combe Day

Aug

Mon 11th Club Night
Mon 18th Treasure Hunt
Mon 25th Two Club Sprint

Sep

Mon 8th Club Night
Sun 28th Autotest

Oct

Sun 12th Production Car Trial

Mon 13th Club Night
Sat 18th Pegasus Sprint
Fri 24th Nav Scatter

Nov

Mon 10th Club Night
Fri 21st Nav Ex

Dec

Fri 5th Nav Scatter
Mon 8th AGM