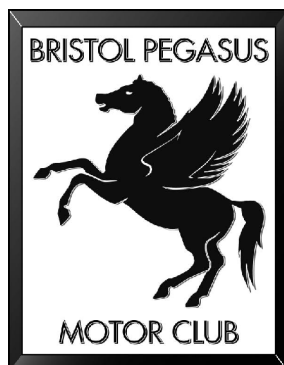


Backfire

January 2004



The Magazine of the Bristol Pegasus Motor Club

**Cover : 2003 Clubmans Champion Matt Marples
receives his Trophy from Vice President Bob Hart**

Photo : Kieron Winter

January 2004

Monday 12th - Club Night Gerry Bath - European Museum Tours

Club member Gerry Bath has been travelling around Europe for the past 5 years visiting many motoring museums and collections.

Gerry wrote about his 2003 trip in a recent Backfire. In an informal club night, Gerry will be bringing along brochures and photo's that he has collected on these visits.

There will be the opportunity to have a look at these and talk to Gerry about his travels. This is an ideal opportunity for anyone planning to visit Europe in 2004 to see what they could take in on a trip. Gerry can also give advice on the Companies that he has travelled with.

If you have visited any interesting motoring locations why not bring along some photos? As always there will be plenty of chance to have a beer and a chat with fellow club members.



Friday 30th January Navigation Exercise

This first event of 2004 is organised by Dick Craddy and Andy Rigler.

Maps 162 and 171 will be required as the event is planned for the Welsh

side of the old Severn Bridge.

Start; Map 162 or 172 at 512½ 943½ this being Great Barnett Wood.

Finish: Map 171 at 904 184 this being The Huntsman on the B4235.

Start at 7.30pm. All competitors should arrive from 7.10pm.

The majority of the route will be on Map 171. Version C1 has been used but earlier versions appear to be acceptable.

Dick may be contacted on 01454 414842.

February 2004

Monday 9th February Club Night

Richard Day - Bugatti Talk

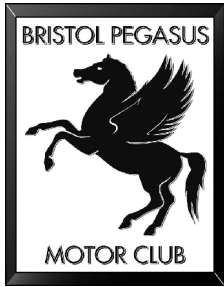
Richard Day, the curator of the Bugatti Trust at Prescott will be visiting the Club to give an illustrated talk. More details next month.

Friday 27th February Navigation Scatter

Joint event with BMC - details next time.

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



Membership Renewal

Thanks to all those members who have already returned their 2004 renewal forms.

We have included another copy of the membership form for those who have not yet completed theirs. Please complete and return to Membership Secretary Mal Allen ASAP.

If you have recently renewed or joined and have membership through next year you can of course ignore the form, as of course, can honorary members.

We will be switching to the new membership list next month, which means if you will not receive next months newsletter unless you have renewed.

Members who have requested an electronic copy of Backfire will get their February newsletter in this format only - I will also send out this newsletter by e-mail so you have a complete year of electronic copies.



Club Night Venue

The Wheatsheaf

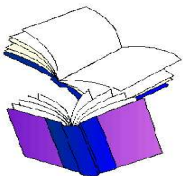
From M32 J1

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 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.



Online Books, Videos, CD' s DVD's

Visit www.bristolpegasus.co.uk

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

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

Championships rules for 2004

By John Corfield

In recent years a new rule was introduced to allocate points in the Clubman's Championship to those who score points in the Marshall's Championship - the 'best' event being counted for the year-end totals.

Having given it a fair trial the committee agreed to drop it for 2004 for which I am very grateful (as I had to work out what to allocate to whom and when!). This means that the rule that a lot of people didn't seem to understand doesn't now need to be explained anyway.

The rules for 2004 are therefore as follows:

Clubman's Championship

1. The best 10 results for events entailing the use of a car are counted.
2. Points are awarded according to the formula $((5(\text{"No. of Starters"} - \text{"Finish Position"}) / \text{"No. of Starters"}) + 1)$.
3. Points are awarded according to "finishing position in class" or, if no classes, "overall finishing position".
4. Those who "Did Not Finish" are ignored for number of entrants and scores.
5. For tied positions, points are averaged for the number tied (eg if 2 entrants tie for 4th place, then each is given position $4\frac{1}{2}$).
6. The first signed-on passenger scores for Navigation Exercises, Navigation Scatters, Treasure Hunts

and Economy Runs.

7. Awards are given to the first three in the end of year standings.

8. Positions in the end-of-year are standings are only credited to those who have scored in the Marshall's Championship, or are deemed to be "organisers" by the committee (eg see next rule).

9. The committee has agreed that Committee Members are deemed to be "organisers" with regard to the Clubman's Championship.

Marshall's Championship

A. 2 points are awarded to a competitive or non-competitive event organiser. (NB Qualifying events are agreed by the committee).

B. A maximum of 2 organisers on Treasure Hunts and 3 on Navigation Exercises and Navigation Scatters is permitted.

C. A Clerk of the Course, Secretary, Assistant Clerk, Entries Secretary, and Chief Marshall are automatically deemed to be "organisers".

D. 1 point is awarded to a marshall.

E. 1 point is awarded to those setting out Sprint courses the day before.

F. An award is given to first place in the end of year standings, but more awards may be made at the Committee's discretion.

All clear? Good - then off we all go from zero again starting with the Jan Nav Ex.



The Milli-Union

By Bob Ford

Prior to WW2 motor racing was confined to a handful of circuits : Brooklands; Donnington and Crystal Palace, and other forms of speed events had a lesser prominence than today. It would be fair to class it as a "rich mans sport" when the likes of Bugatti, Alfa Romeo, and Bentley etc: were way beyond the reach of the ordinary man.

During the war period the workforce at the Bristol Aeroplane Company grew to something approaching 50000 and as such it was inevitable that a number of people were keen to see the resumption of motor sport when peace was declared. During 1944 a number of talks, lectures, film shows and social events were organised and in October of that year the Bristol Aeroplane Motor Club was formed. The membership quickly grew and by mid 1945 some 200 enthusiasts had joined the ranks.

The club meeting of December 1945 was a milestone in the history of motor sport as it was at this meeting that the concept of single-seater racing using a motor cycle engine was discussed.

Principally amongst the advocates of this type of racing was Dick Caesar who had built his own Caesar Special prior to the war, and with Hugh Dunsterille and David Fry had produced the first Freikaiserwagen with the rear mounted V-twin Blackburn engine. A broad outline of cars with unsupercharged 500cc engines having a maximum two cylinders, free fuel, and single seater bodies was agreed. Around thirty of the members present expressed an

interest in building such cars and Dick Caesar offered to produce drawings for the chassis and other basic components.

Gerry Millington was a telephone engineer working in Bristol and had always been interested in and owned various motor cycles prior to the war. From the initial Caesar drawings he proceeded to construct such a car during the next year. The tubular chassis, giving independent suspension to all four wheels, and a rear mounting for the motor cycle engine and gearbox was of 2.5-inch round steel tube, 12swg in thickness.

At the rear, a cross member of the same size material supported a pair of bearing housings, wherein races carried a short shaft. On the shaft was mounted the driven sprocket for the chain from the gearbox, and also the brake drum and back-plate from an AJS motorcycle. Outboard of the two bearing housings were a pair of universal joints for the independent half shafts.

It was left to the individual constructor to decide upon the suspension details and in this case Millington followed the most common form of a transverse spring to take the weight, a pair of long radius arms to position the wheels fore and aft, and to let the universal joints take all lateral loads.

At the centre of the frame another tubular cross member formed a front mounting for the engine and a rear abutment for the seat, and although it was optional what form the front suspension should take, the complete front end of a Morgan three wheeler fitted very well. This provided helical spring independent suspension on the sliding stub-axle

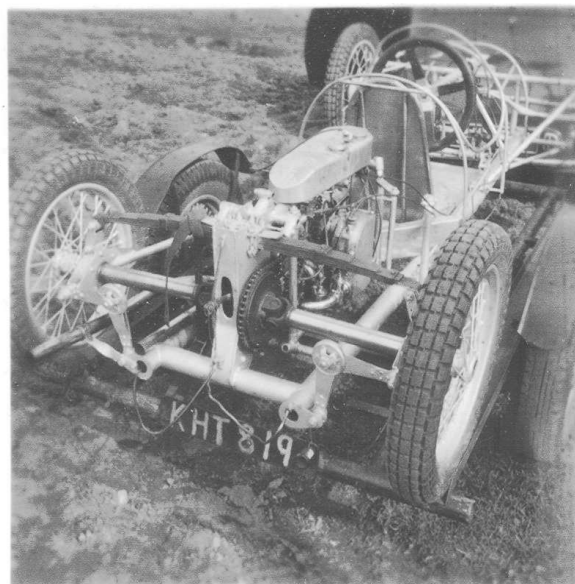
principle. Damping was provided by fitting Luvax double acting shock absorbers.

The front wheels were from a Rudge motor cycle incorporating 8.0-inch brake drums and back plates, which were located by a piece of angle iron suitably slotted to match a protrusion on the sliding upright. The rear wheels were of three stud fixing and fitted over a machined boss through which passed a 2.0-inch 14 gauge tube to form the half shaft. After assembly of the outboard bearing assembly a collar was brazed onto the half shaft tube to prevent lateral movement of the bearing housing. Body work was virtually non existent except for a small front cowl and the seat was from either a Beaufighter or Blenheim aeroplane complete with the depression in the base for the parachute.

Initially Gerry Millington fitted a Norton ES2 engine and it was in this form that the "Milli-Union" first appeared at the Naish Hill climb in 1947, and at the aborted Silverstone rally which was transferred to Lord Hesketh's estate at Towcester.

Although he had been beaten in producing the first car by the "Stromboli" of fellow Bristolians, Adrian Butler and Bruce Mardon, he had achieved success whereas many of the original group who had expressed interest dropped by the wayside.

Differences in the interpretation and individual builders thoughts are apparent when the cars are examined. Overslung spring, heavier construction of the final drive fabrication, and shock absorbers on the Stromboli.



"Stromboli" exposed at Naish hill-climb with Douglas engine

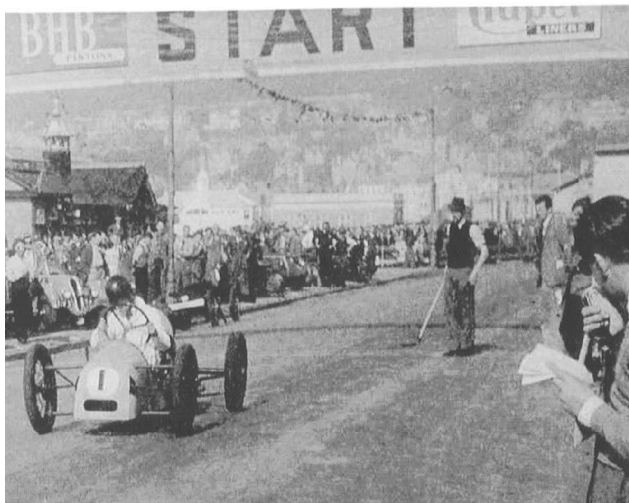
The Milli-union has underslung spring, lighter outboard bearing housings and a much less substantial rear drive assembly.

It would appear that within a very short time the engine was changed to a Rudge probably with a Sunbeam cross over drive gearbox, together with a larger fuel tank mounted behind the seat as shown in the photograph taken during 1948 at Lulsgate.



"Milli-Union" at Lulsgate Airfield (now Bristol Airport) with Rudge 500 and probably Sunbeam box? 1948

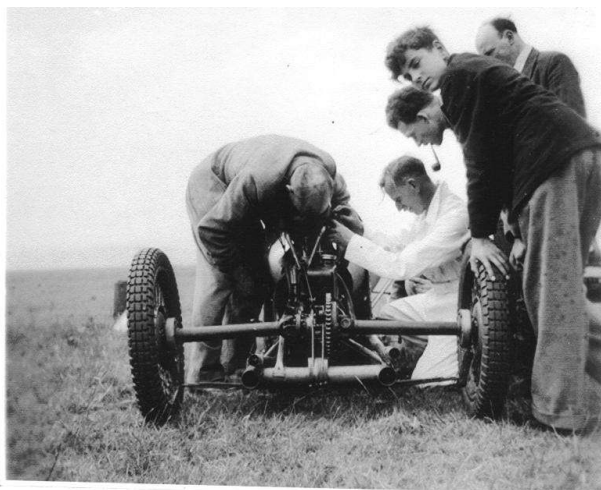
The car ran in the 1948 Weston-super-Mare speed trials which was an event similar to Brighton over a measured distance along the seafront promenade and also again in that years Naish Hill-climb.



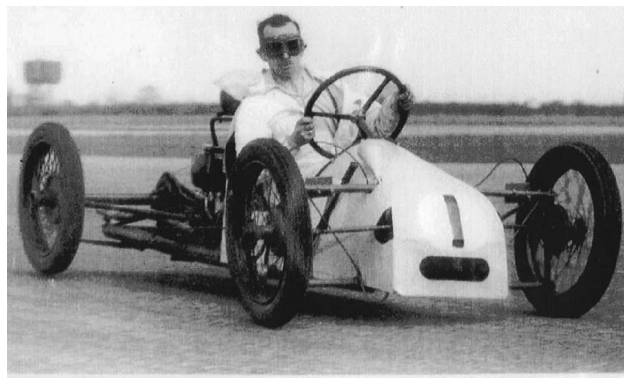
**Weston-s-Mare speed trials 1948
Rudge 500**



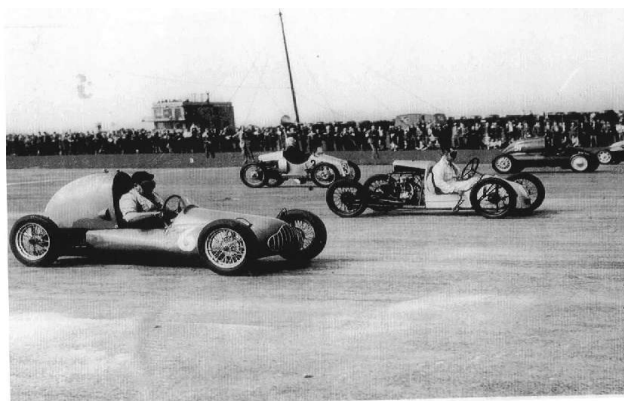
Naish hill-climb 1948



**Gerry Millington changing plugs with
onlookers at Lulsgate 1948**



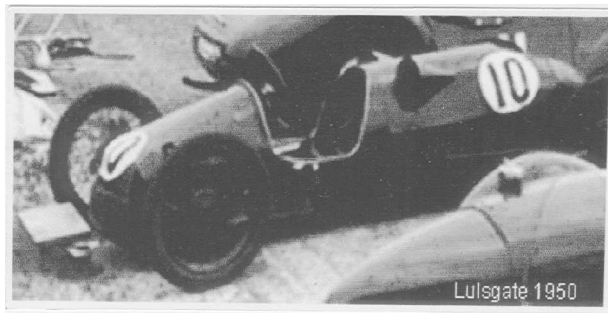
Lulsgate 1949



**On the start line at Lulsgate race
meeting Easter Saturday 1949**

During the winter of 1949 it would appear that the engine was changed again, to a more powerful Manx Norton specially tuned by Steve Lancefield.

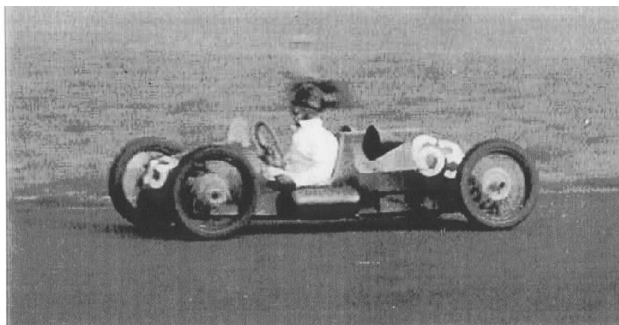
Additionally the bodywork had a major facelift and at the April 1950 meeting at Lulsgate it sported a fully enclosed body with conical air intakes immediately behind the seat. In this form the appearance was not unlike the Iota P1, perhaps even supplied by Caesar and Bickerton?



**Lulsgate April 1950 with enclosed
bodywork and conical air intakes.
Now fitted with 490cc Lancefield
Manx Norton**

When it appeared at Castle Combe during that year yet another change had been made insofar as cylindrical side fuel tanks had been fitted.

The car continued to be raced throughout that season and the last recorded outing was at the May meeting at Castle Combe 1951 after which it appears to have disappeared from the scene.



Photograph taken at Castle Combe 1951 with 490 Norton and side fuel tanks

In fact the car was sold by Gerry Millington to Edward Perrett less the engine and gearbox and the rediscovery and the subsequent restoration/reconstruction will be the subject of another article.

Whilst Gerry Millington never achieved any outstanding results with the Milli-Union it was probably the second car built from the original drawings produced by Dick Ceasar and therefore must rate as one of the earliest 500cc Formulae 3 cars. More importantly it was built following the intended philosophy of providing competitive motor sport for the working man.

No doubt there are many gaps left to be filled, possibly Prescott and Shelsly, and any information members may have would be appreciated.

bob@frenchay.com

Milli-Union Competitive History

Naish Hill-climb	1947
Aborted Silverstone meeting run at Towcester	October 1947
Weston-super-Mare Speed Trials	1948
Naish Hill-climb	1948
Lulsgate Airport	Easter 1948 Race Meeting
Lulsgate Airport	Easter 1949 Race Meeting
Lulsgate Airport	15 th Apr 1950 Race meeting
Silverstone	13 th May 1950 D.N.S.
Castle Combe	8 th July 1950 Race meeting
Castle Combe	31 st Mar 1951 Race meeting
Castle Combe	12 th May 1951 Race meeting

Grateful thanks are due to:

Pete Stowe - Archivist Castle Combe circuit and author of "Backfire" the history of the Bristol Aeroplane Company motor club for providing information on appearances of the Milli-Union at Castle Combe and Lulsgate. pete.stowe@lineone.net

Rodney Cummings - For passing on copies of original photographs from Gerry Millington

Alan Freke - Curator of Frenchay Village Museum whose exhibition regarding the interest of David, Joe and Jeremy Fry in local motor sport prompted a visit by Edward Perrett and the subsequent rebirth of the Milli-Union.

frenchaymuseum@hotmail.com

A Charitable Word Or Two

By Martin Emsley

On behalf of The Bristol Pegasus Motor Club and St Peter's Hospice I would like to sincerely thank all those who have given so generously and supported fund raising in 2003. It is important and enables the organisation to carry on their invaluable work.

As you may recall we raised £351.38 at the Club Day, Andy Moss managed to sell some wheels which had been very kindly donated on E-Bay and by having Amazon book sales associated to our web site managed to realise a mid-year total of £623.38.

Finally we had a raffle at the AGM, once again I was totally bowled over by the generosity of Club Members in donating prizes and purchasing tickets raising £100.20.



St. Peter's Hospice



Fundraising Office
58 Royal York Crescent
Clifton
Bristol, BS8 4JP
Telephone: 0117 915 9300
Fax: 0117 973 0737
www.stpetershospice.org

Mr Martin Emsley
The Pegasus Motor Club
61 Simmonds View
Stoke Gifford
Bristol
BS34 8HQ

16th December 2003

Dear Martin,

I am writing on behalf of St Peter's Hospice to thank you for the wonderful donation of £100.20 raised through a raffle held during your AGM on 8th December. Please could you pass on our sincere thanks to everyone who supported and assure them that the money will be put to very good use.

A vital part of our service is enabling those who are dying from an incurable illness to spend their last days in the comfort of their own home, whilst receiving all the expert medical care and emotional support they and their families need. Our 'Hospice at Home' is a need not yet met by any other local service. The average cost of caring for someone at home is £1,000 per patient so you can see that the money you are raising really does make a difference to our work.

I am delighted to read that you will continue to support during 2004 and do let me know if there is anything I can help with. In the meantime, please could you pass on our thanks to everyone at the Pegasus Motor Club for their continued support and wish them all a very happy Christmas from everyone at St Peter's.

With best wishes

Yours sincerely

Sian

Sian Rees
Corporate Fundraiser

St. Peter's Hospice Limited. A company limited by guarantee. Registered Charity No. 269177 VAT No. 692232925
Registered Office: St. Peter's Hospice, Charlton Road, Brompton, Bristol, BS10 6NL. Registered in England No. 1191227

This gives us a year end sum of £723.38, which is approx. £210 up on last year, well done.

Many Thanks for your continued support and best wishes for 2004.

Three Counties Stages - Bournemouth & District Car Club in association with Wessex Rope & Packaging.

Sunday the 21st of March 2004

Saturday the 20th of March 2004 Scrutineering & Documentation

Up to 50 Stage Miles & Approximately 48 Road Miles - Sealed Surface Multi Venue -

Entry fee: £245 before 5th March 2004

Regs available from the 1st of January 2004

Round of ACSMC, ASWMC and AEMC TBA.

Scrutineering at Dunkerswell.

Signing on at Rally HQ—Honiton Motel, Honiton, Devon. Central Servicing
Saturday Night navigation talk for novice crews at Rally HQ.

Entries Secretary: John Warr, 6 Sunnyhill Road, Poole, Dorset, BH12 2DH.

Tel 01202 269107 – E-mail j.warr@ntlworld.com

Chief Marshall : Mike Martyn, Tel 01202 565173

Website – www.bdcc.org.uk

Obituary

Paul Foulkes-Halbard

Filching Manor Motor Museum

Owner dies from a stroke

Club members were sad to hear the news that Filching Manor Motor Museum owner Paul Foulkes-Halbard has died at the age of 66. Pegasus members who visited the Manor house based museum in late 2001 were given an excellent tour of the house and museum by Paul, who was a very enthusiastic and entertaining guide.

When we visited Filching Manor preparations were underway for the London to Brighton run - 2003 would have been his 40th consecutive year of taking part in either his 1899 Orient Express or his 1904 Peugeot, sadly he died a few weeks earlier. Both cars still took part, his son Karl taking the Orient Express.

He had had a lifelong interest in old cars and on moving to Filching Manor he opened his Motor Museum, which housed his personal collection of cars along with others which were loaned – when we visited there were around 100 vehicles on show, in a number of buildings throughout the site, which also housed a kart track.

As well as the many cars on show, Paul had a passion was for anything to do with the Campbell family. In the “Campbell Memorial Hall” at the Museum could be found the 1926 Rolls-Royce 20/25 which once belonged to Sir Malcolm Campbell, also a single seat

Ford Sprint car from 1935 which was given to Sir Malcolm by Ford for allowing Bluebird to be displayed in the Henry Ford Museum.

The star of the museum was the famous K3 record-breaking boat of Sir Malcolm Campbell and a replica of Donald Campbell's boat K7. There are also boats belonging to Gina Campbell. He had been a personal friend of the late Leo Villa (engineer to both Campbell's) and on his death a large number of Campbell family items were bequeathed to Paul and put on show in the Museum.

Recently Paul was involved in a controversy surrounding the wreck of Donald Campbell's Bluebird K7 which was recovered from Coniston water. A court case, which resulted from the claim that ownership of the boat had been passed to Paul, eventually went against him.

Paul was a great motoring enthusiast, a great storyteller and was a striking character who left a lasting impression on those club members who met him in 2001.

His son Karl is determined to keep the Museum and collection going in memory of his Father.



MSA Competitors' Yearbook changes for 2004

By John Corfield

Section L - Specific Regulations for Sprints, Hill Climbs and Drag racing.

Subsections C.10 to C.15 - Technical Regulations for Sprint & Hill Climb Vehicles

In the Summer edition of the MSA's "Motorsports Now" publication we were given a preview of MSA regulations that change for 2004. The technical regulations for sprints had been completely restructured with many changes being introduced. Some of these changes are very significant and we all need to be aware of them. Now that the new Yearbook is published we can start thinking about compliance during the 2004 season.

The first step of course is to understand the new rules and so (yes, I know, call me sad!) I set about comparing the new with the old, paragraph by paragraph. This turned out to be quite a task because everything has been reordered and renumbered and I had to set up a cross-referencing table just to retain my sanity. I realised that any attempt to summarise the changes in a "this is what it means" type of article was doomed to failure and that what was needed was a simple list. For those who really want to get into this I've sent Andy Moss a copy of my master Excel spreadsheet and asked him to load it onto our website.

The spreadsheet can be found at :-

www.bristolpegasus.co.uk/2004rules.htm

Please note though that the "Blue Book" must be used as the proper reference and not what's given here.

As a general comment the structure of the new section L part C is much improved with subsection 10 giving rules for ALL Sprint & Hill Climb Vehicles and then subsections 11 to 15 giving the additional regulations for the various (new!) categories of Sprint & Hill Climb Vehicles. Anyway, here are the (significant) changes.....

Section 10.10 gives the new categories:

10.10 Categories and classes are free but must be stated in the SR's. The following are recommended and where used must comply with the regulations printed below in L11 to L15 respectively.

10.10.1 Roadgoing Production Cars - Cars complying with L11

10.10.2 Roadgoing Specialist Production Cars - Cars complying with L11

10.10.3 Modified Production Cars - Cars complying with L12

10.10.4 Hill Climb Super Sports Cars - Cars complying with L13

10.10.5 Sports Libre Cars - Cars complying with L14

10.10.6 Racing Cars - Cars complying with L15

All the above categories must comply with:

10.1.1 Roll-over Safety Bars Q1 except cars of periods A–E (Section P)

(a) Roadgoing Production and Roadgoing Specialist Production,

Q1.5.1 or Q1.5.2 recommended.

(b) Modified Production Cars must comply with Q1.5.1 or Q1.5.2.

(c) Hillclimb Supersports Cars must comply with Q1.5.4.(d) Sports Libre Cars must comply with:

L14.1(b) - Q1.5.4; L14.1(c) - Q1.5.2; L14.1(a) and (d) to (f) - FIA International Regulations.

(e) Racing Cars must comply with Q1.5.3.

10.1.2 Seating & Seat Belts – Except cars of period A–E (Section P)

(a) Roadgoing Production and Roadgoing Specialist Cars Front seats may be replaced with fully trimmed competition versions in the interest of safety.

(b) Roadgoing Production and Roadgoing Specialist Production must comply with Q2.1.1

(c) Modified Production Cars must comply with Q2.1.2.

(d) Hill Climb Super Sports Cars, Sports Libre Cars and Racing Cars must comply with Q2.1.3.

(e) With the exception of Racing Cars the driver must sit on the same side as in the original car unless period defined.

10.1.3 Head Restraints (Q 13) Mandatory for all cars except for cars of period A – E (Section P).

10.3.2 Rotary engine equivalence 1.5. Forced induction rotary equivalence $(1.4 \times 1.5) = 2.1$.

and, regarding transmission:

10.8.1 Roadgoing Production, Roadgoing Specialist Production, Modified Production Cars.

Reverse gear must remain operable at all times.

10.8.2 Hill Climb Super Sports, Sports Libre and Racing Cars.

Reverse gear is not required.

10.8.3 Q.12 recommended for all front engined cars.

(JC note - Q12 relates to a prop shaft restraint)

Regarding the details for each category:

11. REGULATIONS FOR ROADGOING PRODUCTION CARS AND ROADGOING SPECIALIST PRODUCTION CARS

11.1 Description

11.1.1 Roadgoing Production Cars. Saloons and Sports Cars produced in quantities of not less than 1000 per annum.

11.1.2 Roadgoing Specialist Production Cars. Cars with a minimum annual production of 20 chassis which do not qualify under 11.1.1.

11.2 Cars must compete in an event in a road legal condition.

11.3 Chassis.

Manufacturer's original chassis structure and specification of construction, dimensions and material. Roll cages must not accept or assist any direct suspension load.

11.4 Body (including aerodynamics)

11.4.1 Silhouette of the vehicle must remain unaltered in construction, dimension and material. The silhouette will be taken in the condition in which the car competes (convertible closed cars competing with the hood or top not erected shall have the silhouette determined in that condition)

11.4.2 Engine bonnet/cover and luggage/boot cover may be replaced with an alternative material.

11.4.3 Laminate windscreens permitted but all other glass may not be replaced with any other material.

11.4.4 Wheel arch extensions and bonnet louvres are permitted provided the silhouette continues to comply with L11.4.1 above.

11.4.5 Aerodynamic devices may be fitted provided the silhouette continues to comply with L11.4.1 above.

11.4.6 Interior trim must remain fitted (except floor carpets/mats).

11.4.7 All working equipment fitted as standard (heater, window mechanisms, sunroof, door handles) must remain operable at all times.

11.5 Engines

11.5.1 Roadgoing Production Cars – The cylinder block and cylinder head must remain in the original position and be of the original type and material. Induction is free (forced induction equivalency applies L10.3.1) as are exhaust systems but it must remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine.

11.5.2 Roadgoing Specialist Production Cars – the cylinder block and head must be of a make and type produced in at least 5000 identical units originally available through the normal commercial channels of a vehicle manufacturer.

11.6 Wheels and Tyres

11.6.1 Wheels are free.

11.6.2 Tyres to R3.1.1 List 1A.

11.7 Suspension

11.7.1 Suspension configuration must remain standard

11.8 Transmission

11.8.1 Roadgoing Production Cars.

(a) The gearbox and differential casing must be of the original type and material and remain in their original position.

(b) The method of gear selection must remain standard (sequential selection only where fitted as standard).

12. REGULATIONS FOR MODIFIED PRODUCTION CARS

12.1.4 Cars in L14.1 (d) to (f) are prohibited from this category.

12.6 Transmission layout to remain as original.

12.6.2 Driven axle(s) free (see 12.7.3)

14. REGULATIONS FOR SPORTS LIBRE CARS

14.1.1 The Group to which the vehicle conforms must be declared at the time of entry. FIA homologation forms must be presented at scrutineering for vehicles in groups (d) (e) & (f)

14.2.4 Special Saloons in Sports Libre classes must comply with Formulae regulations.

Last point is to remember always that

"10.10.8 The onus of responsibility for the eligibility of competing vehicles lies with the competitor."

So make sure you comply with the MSA rules, plus any supplementary regs and championship regs of course, and don' tleave it to others to check your eligibility - that just ain' t sport!

Clubmans Championship

2004 Final Results prepared by John Corfield

TOTAL POINTS	ENTRANT	POSITIONS	NUMBER OF EVENTS	ORGANISED?
44.98	Matt Marples	1	Best 10	Yes
42.55	Mark Astin	2	9	Yes
41.52	John Corfield	3	Best 10	Yes
37.31	Andy Moss	4	Best 10	Yes
28.03	Kieron Winter	5	6	Yes
27.71	Martin Baker	6	6	Yes
22.19	Dave Cutcliffe	7	5	Yes
21.24	Martin Emsley	8	5	Yes
15.85	Ian Hall	9	3	Yes
13.69	Jonathan Milne	10	3	Yes
11.63	Dick Craddy	11	3	Yes
11.21	Mark Roberts	12	2	Yes
11.08	Cherry Robinson	13	4	Yes
11.08	Nick Wood	14	4	Yes
10.76	Alan Spencer	15	5	Yes
10.46	Andy Rigler	16	4	Yes
10.08	Ross Browne	17	3	Yes
8.88	Malcolm Allen	18	3	Yes
6.40	Chris Thompson	19	2	Yes
5.64	Tim Murray	20	1	Yes

Marshals Championship

Final Results prepared by John Corfield

TOTAL POINTS	ENTRANT	POSITIONS	NUMBER OF EVENTS
14	Martin Baker	1	7
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	F
4	Mark Astin	10	3
4	Tony Smith	10	2
3	Alan Spencer	13	2
3	Cherry Robinson	13	3
3	Dave Cutcliffe	13	2

BPMC Events for 2004

Date	Event	Venue	Organising Club(s)
Mon 12th Jan	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Fri 30th Jan	Nav Ex		BPMC/BMC
Mon 9th Feb	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Fri 27th Feb	Nav Scatter		BPMC/BMC
Mon 8th Mar	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Fri 26th Mar	Nav Ex		BPMC
Sun 4th Apr	Karting – Provisional	Castle Combe Race Circuit	BPMC/BMC
Mon 5th Apr	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Sun 18th Apr	PCT		BPMC/BMC
Mon 3rd May	Wessex Sprint	Colerne Airfield	BPMC/BMC/MGCC
Mon 10th May	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Mon 17th May	Treasure Hunt		BPMC
Mon 31st May	Llandow Sprint	Llandow (nr Llantwit Major)	BPMC & BMC
Mon 14th Jun	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Mon 21st Jun	Treasure Hunt		BPMC
Mon 5th Jul	Treasure Hunt		BPMC
Mon 12th Jul	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Sat 31st Jul	CC Test Day	Castle Combe Race Circuit	BPMC
Mon 9th Aug	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Mon 16th Aug	Treasure Hunt		BPMC
Mon 30th Aug	2 Club Sprint	Colerne Airfield	BPMC & BMC
Mon 13th Sep	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Sun 26th Sep	Autotest (MGCC)	Rolls-Royce Car Park - Patchway	BPMC/MGCC
Mon 11th Oct	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Sat 16th Oct	Pegasus Sprint	Castle Combe Race Circuit	BPMC
Fri 29th Oct	Nav Scatter		BPMC/BMC
Mon 8th Nov	BPMC Club Night	Wheatsheaf, Winterbourne, 8:30	BPMC
Fri 19th Nov	Nav Ex		BPMC
Fri 3rd Dec	Nav Scatter	Announced in time for the event	BPMC/BMC
Mon 13th Dec	BPMC AGM	Wheatsheaf, Winterbourne, 8:30	BPMC

Other Local Events for 2004

Date	Event	Venue	Comments
Sun 14th Mar	BMC Autotest		BMC
Sat 1st May	Italian Car Day	Bristol - Corn Street/Small Street	Alfa (BPMC Display)
Sun 16th May	BMC Solo		BMC (BPMC invited)
Sat 12th Jun	CCC Day	Castle Combe Race Circuit	(BPMC Display)
Sun 13th Jun	BMC Autotest		BMC (BPMC invited)
Sat 3rd Jul	BMC CC Sprint	Castle Combe Race Circuit	BMC (BPMC invited)
Sat 4th Sep	Wiscombe Hillclimb		5 Clubs
Sun 5th Sep	Wiscombe Hillclimb		5 Clubs
Sun 3rd Oct	BMC Solo		BMC (BPMC invited)
	Fedden Sporting		
Sun 7th Nov	Trial		BMC
Sun 28th Nov	Allen Classic Trial		BMC