

# **Backfire**

**July 2002**



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

**Photo : 2002 Llandow Sprint**



# **Backfire**

## **The Bristol Pegasus Motor Club**

July 2002

### ***July 2002 Events***

#### ***Monday 8th Club Night***

The July Club Night will be held at our usual venue of the Wheatsheaf in High Street, Winterbourne, Near Bristol. Following last months Table Top we will have a more informal evening with the chance for a beer and a chat - If you have any interesting motorsport Video's why not bring them a long ! From 8.30pm.

#### ***Monday 15th Treasure Hunt***

Paul Bird organises the July Treasure Hunt. The event will start from map reference 172/756779 ½ on in the picnic area on the A46 just off junction 18 of the M4 ( in the Bath Direction ). The event will finish at the Langley Arms at Emersons Green ( near to the Esso garage just off the ring-road ). As normal the event will

feature easy to follow route instructions with clues to find on route - no map reading is necessary !

#### ***Saturday 20th Castle Combe Test & Club Day***

As well as the popular on track activities we have a number of off-track attractions for all club members.

As well as the Club members taking part in the track day, as we did last year, we want to use the event to get other members together at the Castle Combe Circuit.

We will have the Club Gazebo ( to provide shelter from the blazing sunshine that we have ordered ) and display boards showing pictures of members in action from some of our past events.

We have also invited the Mini Cooper Register, the Quantum Owners Club and the Bristol branch of the Vintage

## **Backfire**

As always we are looking for contributions for Backfire  
80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP.  
e-mail [backfire@bristolpegasus.co.uk](mailto:backfire@bristolpegasus.co.uk) Fax (0870)139-2108  
Club Website

**WWW.BRISTOLPEGASUS.CO.UK**

Motorcycle Club to bring along their Club stands and have a selection of their vehicles on display. We may also be joined by members of the local Triumph and Jaguar Owners clubs.

We are also trying to raise some money for St Peter's Hospice during the day, therefore we will be running a register of members cars. For every car that is signed-on during the day, the Club will donate £2 to the charity.

Therefore please remember to sign-on your car during the day. We also hope to have the new smaller (requested at the AGM by MG and Morgan owners) club windscreen stickers available, collect one free of charge when you sign-on your car or visit the club stand.

We will also be running the Charity table. If you have items that you wish to donate, then please bring them

along on the day. All we ask is that if there is anything you would like, then you put a donation into the charity collecting box.

We will also be running a raffle on the day. Tim Murray has already got together a good selection of prizes which include:

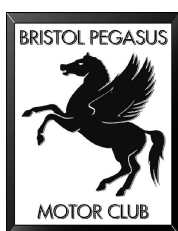
Limited Edition print  
Poster signed by Jack Brabham and Roy Salvadori  
Golf Umbrella  
Some goodies from the Jaguar Racing team  
Signed goodies from Formula 3 driver Ronnie Bremer  
Race Tickets  
Bottle of Whiskey  
Racing Book  
Other motoring goodies

If you have any items to donate to the raffle, then please contact Tim Murray. If you are not able to attend on the day, then please contact Tim to buy some tickets in advance.

From 9.00 a.m. the cars take to the circuit, the Club Stand will be open shortly after this time. The Tavern clubhouse will be open all day in the Paddock providing refreshments.

Raffle tickets will be on sale all day with the draw taking place at 3.30 p.m.

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# **August Events**

## **Monday 12th Club Night**

Regular meeting at the Wheatsheaf.

## **Monday 19th Treasure Hunt**

Dick Craddy organises.

## **Monday 26th Two Club Sprint**

The Regulations for the Two Club Sprint are about to be issued.

Members should contact Kieron Winter ( 01275 373363 or [kpwinter@ukgateway.net](mailto:kpwinter@ukgateway.net) if they require a set. They will also be available at the July Club Night. We also hope to have an electronic copy on the website very soon.

As always we need to marshals for the Two Club Sprint, please contact Bob Hart.

## **Invitations**

We have also received regs for North Devon motor club Autocross on 14th July, this is a round of the ASWMC and ACSMC championship and they hope to run the 4 a-breast format.

We have accepted an invitation to Bristol Motor Club's Grass Autotest on Sunday 21st July. The event is being held at Tytherington and signing-on is from 10.30 and the

event starts at 11.30. Kieron Winter has copies of the Regulations if they are required by our members.

We have received regulations for Nottingham Sports Car Club Sprints at Thoresby Park on Saturday 21st and Sunday 22nd September.

## **Cotswold Motor Sport Group**

JULY 2002 - Events

Thursday 11<sup>th</sup> - Ross Grass Autotest  
[MSGCC - invite]  
Simon Harris - 01531 820761

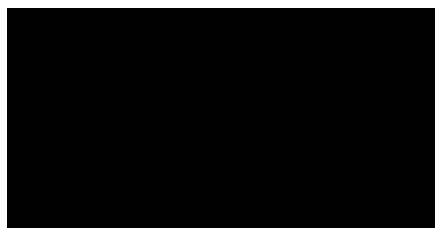
Thursday 11<sup>th</sup>  
Cirencester Gymkhana  
Martin Saunders 01285 821425

Saturday 13<sup>th</sup>  
Bath MC  
Azimghur Stages - Colerne  
Anne Oswin 01761 413460

Sunday 14<sup>th</sup>  
Cirencester Sprint - South Cerney  
John Knott 01453 7637371

Saturday 20<sup>th</sup>  
Ross Traders Historic Rally  
Simon Harris 01531 8207611

Thursday 25<sup>th</sup>  
Ross Autotest [MSGCC invited]  
Simon Harris 01531 820761



# ***Chew Valley Jaunt Treasure Hunt***

***17<sup>th</sup> June 2002***

***Organisers Donny & Mal Allen***

It started from Keynsham (who can remember Horace Bachelor?).

It was a Monday

(I don't like Mondays).

It was sunny and warm

(NO, I'm not making it up).

In fact it was so nice I dragged the Marlin Trials car out of the garage for a run.

Having visited the petrol station to fill up the tank and the hole-in-the-wall to fill up my wallet, we headed for the smallest car park in Keynsham to find a keen band of treasure Hunters raring to go. After 10 minutes or so we had doubled this group to a total of 8 crews (must be the nice weather).

So, we get everyone to sign the "I'm not responsible for anything Sheet", hand out the route & answer sheets (all they have to do is find 100 clues and write them legibly, in less than 150 minutes) and then watch as 16 adults read and study every sign, notice, car no. plate and road marking within 100 yards (about 90 metres for our younger readers). There were only 2 questions to answer in the area of the start, but it took 15 minutes before the last car left.

We, that's Donny and I, then took a

pleasant drive to the finish venue, which happened to be a pub. The Seymour Inn in Blagdon, a little run down, but nice beer (Old Speckled Hen) and reasonable food.

This is when I start to worry about the route etc.

Is it correct?

Will people get lost?

Is it too easy?

Will I need a tie decider?

Are the questions too hard or too easy?

Did I put in enough questions or too many?

Should I have made some of the questions "out of order"?

Should I have made the crews collect useless treasures?

Shall I have another pint of Speckled Hen?

Too many questions.

Not enough answers.

Too late to worry now, anyway.

"A pint of Speckled Hen and a White Wine for the wife please barman"

"A fair swap" says the barman"

Treasure Hunt what Treasure Hunt?

OK let's fast forward 90 minutes, let's not dwell on my Cod and Sauté Potatoes (quite nice actually). Having had a tour of the Chew Valley via some, if not all, of the following Compton Dando, Queen Charlton, Pensford, Stanton Drew, Chew Stoke, Ubley & Blagdon.

7 crews arrive at the finish (not all with happy smiling faces, miserable sods).

This is when I realise that 7 X 100

Route Questions means Donny has a lot of questions to mark. When I mention this to her I am verbally abused, Is there a support group for abused Treasure Hunt organisers?

So, 20 minutes and 700 questions later we have a result.

1 <sup>st</sup>	Andy Moss & John Corfield 470 Points
2 <sup>nd</sup>	Martin Emsley & Martin Baker 450 Points
3 <sup>rd</sup>	Kieron Winter & Martin Bawn 430 Points
4 <sup>th</sup>	Paul & Judith Bird 425 Points
5 <sup>th</sup>	Matthew Marples & Mark Astin 415 Points
6 <sup>th</sup>	Chris Goodchild & Nick Cook 386 Points
7 <sup>th</sup>	Alan & Christine Spencer 365 Points
8 <sup>th</sup>	Mark & Sally Elvin DNF

Some crews liked the route and questions, some didn't.

All realised that I didn't care, as in "Here's 20 pence, phone someone who gives a damn"

Some of the questions even I didn't know the answer to, and I set the route. I ask you? Who knew King Whats it hid in an oak tree? And was it my fault the poster about the circus had been taken down?

I must state here and now that I set the easy questions and Donny did the rest. So we know whom to blame if you didn't do too well, don't we? (Yes, I do have Teflon shoulder pads).

In case anyone is interested, 8

starters - 7 finishers = 1 Did Not Finisher. I appreciated the phone call to the pub to let me know they had retired to home (some club members have good manners)

Anyway, the event ran, a result was achieved and the prizes awarded to the Good the Bad and the Ugly (1<sup>st</sup>, 2<sup>nd</sup> & the last Finisher (not you Chris the other one in the car)).

It was good to see a reasonable number of club members come out to play on an event which didn't have Sprint in the title, it makes the time and effort put in to the organisation worth it (ALMOST).

So until the next World Cup

"That's All Folks"

Donny And Mal Allen

## ***Top Table***

### ***By Martin Emsley***

***Club night - Monday 11<sup>th</sup> June 2002.***

There are those who accuse me of being devious, others who use less repeatable descriptions and a few, very few, who admit to their own shortcomings. Those of you not there missed out on an opportunity to brush up on navigation skills, learn a bit whilst remaining in a nice spacious pub with a decent pint in hand, so no complaints in the autumn please.

Many thanks to those who came prepared not just to take part but also

to pass on hard earned knowledge and skills to some of our future organisers and champions; you make these things worthwhile.

It was never intended to be easy, with 6 sections taking the crews from Gaunt's Earthcott via Olveston, Elberton, Oldbury, by-passing Tytherington and Wickwar to the finish.....where they were already seated.

In truth there was only one set of clues I had never experienced before and a couple of sections were suitable for our novice papers, few crews realised they could have worked several sections simultaneously, still I knew the answers. The biggest challenge seemed to be getting heads into gear, is it really easier to do in a cramped steamed up car with inadequate lighting? Or was it the fact that whilst they worked I swanned around enjoying a few pleasant pints??

31 points were on offer and after 75 minutes time was called and papers marked, the results are below. Once again many thanks for your efforts.

1 <sup>st</sup>	22 points
Mark Austin & Matt Marples	
2 <sup>nd</sup>	17.5 points
Andy Moss, Mark Wright & Chris Goodchild	
3 <sup>rd</sup>	13 points
Martin Baker, James Harris & Wayne	
4 <sup>th</sup>	10 points
Tim Murray & Mark Elvin	
5 <sup>th</sup>	6 points
Bill Farrow & Alan Spencer	

Finally some fine prizes were awarded.

## **THE BRISTOL** **LLANDOW SPRINT**

**3<sup>rd</sup> June - By Martin**  
**Baker**

The idea of a co-promoted sprint event at the newly refurbished Llandow circuit in South Wales was first mooted by Bristol Motor Club during last year. The venue had been used by Hagley Motor Club as a substitute for a hillclimb which fell foul of foot and mouth restrictions, and also by the more local Welsh Counties club. Despite a few teething troubles arising from the track being primarily operated as a test facility, some successful events had been run, at least one of them observed by our old friend Dick Mayo.

So it was on a crisp Sunday morning just before Christmas that representatives of ourselves and BMC met at a secret location in deepest Pill to discuss the possibility of running a sprint on the one-off revised Bank Holiday on June 3<sup>rd</sup>. At the end of two hours, not only had we convinced ourselves that the event was viable, we had also appointed all the officials! Most of the secretarial functions were allocated to Bristol members. Dick Mayo himself was to be Clerk of the Course, with Mark Chater and myself as deputies. However, due to the nature of the circuit I was to have a specific role working alongside the timekeeper in the course control cabin, as it had been decided that the position of Course Controller had to be given to



## Llandow Sprint - Results Summary

No	Driver	Car	Club	C'Ship	Run1	Run2	Pos
<b>Class A1: Road production cars up to 1400cc</b>							
20	Peter Crewes	Mini Cooper S	1380	Torbay	ASWMC	94.88 92.27	1
<b>Class A2: Road production cars over 1400cc up to 1800cc</b>							
25	Neil Briant	Toyota Corolla GT	1600	BMC	ASWMC	92.16 87.97	1
725	Mike Rudge	Toyota Corolla GT	1600	BMC	ASWMC	90.74 93.85	2
29	Steve Rogers	Peugeot 306	1700	Torbay	ASWMC	104.3 91.46	3
<b>Class A3: Road production cars over 1800cc up to 2600cc</b>							
47	Dave Williams	RS 2000	1998	Torbay	ASWMC	92.64 90.00	1
43	Brendon Jones	Escort RS2000	2000	BMC	ASWMC	91.80 90.85	2
49	Derek Wheaten	Escort RS2000	1993	BMC	ASWMC	92.53 92.7	3
<b>Class A4: Road production cars over 2600cc</b>							
57	Simon Hemmings	Subaru Impreza	2000	BMC		92.59 90.67	1
55	Peter Goodman	Subaru Impreza	1994	BPMC	ASWMC	93.47 91.78	2
56	Michael Potter	Subaru WRX RA	1997	Torbay	ASWMC	Fail 92.47	3
<b>Class B1: Road kit cars car engines up to 1400cc &amp; M/C engines up to 875cc</b>							
60	James Pickford	Westfield SE	1300	BMC		99.52 95.77	1
<b>Class B2: Road kit cars car engines over 1400cc up to 1800cc &amp; M/C engines over 875cc up to 1125cc</b>							
779	Chris Green	Westfield SEi	918	WSCC	WSCCSC	89.56 86.99	1
79	Keith Green	Westfield SEi	918	WSCC	WSCCSC	91.08 90.02	2
77	John De Ath	Westfield Sei	1700	Torbay	ASWMC	93.64 91.42	3
<b>Class B3: Road kit cars car engines over 1800cc &amp; M/C engines over 1125cc</b>							
82	Graham Ford	Caterham seven	1998	Cirencester	ASWMC	85.78 109.08	1
131	Guy Gibson	Westfield	2000	BARC		91.79 87.01	2
66	Adrian Clinton-Watkins	Westfield WSEi	1998	WSCC	WSCCSC	87.64 87.31	3
<b>Class C1: Modified production saloons &amp; sports cars up to 1400cc</b>							
97	Kevin Stacey	Mini	1399	North Devon	ASWMC	101.4 98.74	1
<b>Class C3: Modified production saloons &amp; sports cars over 1800cc up to 2600cc</b>							
105	Paul Perkin	Peugeot 205	1905	BPMC	ASWMC	87.43 86.65	1
<b>Class C4: Modified production saloons &amp; sports cars over 2600cc</b>							
106	Nigel Mummery	Escort Cosworth	2000	BMC		95.78 95.73	1
<b>Class C6: Modified production kit cars car engines over 1400cc up to 1800cc &amp; M/C engines over 875cc up to 1125cc</b>							
119	Dorian Tyrrell	Westfield SEi	1700	WSCC	WSCCSC	89.55 97.38	1
<b>Class C7: Modified production kit cars car engines over 1800cc &amp; M/C engines over 1125cc</b>							
113	Richard Smallridge	Westfield SEi	1998	WSCC	WSCCSC	82.36 80.33	1
<b>Class D1: Sports libre cars up 1400cc</b>							
116	Paul Tupman	Mini Clubman	1380	Torbay	ASWMC	91.41 89.66	1
<b>Class D2: Sports libre cars over 1400cc up to 1800cc</b>							
118	Martin Perry	Mallock	1698	BMC	ASWMC	82.87 80.17	1
<b>Class E1: Racing cars up to 600cc</b>							
123	Cliff Shorter	Jedi	599	BPMC	ASWMC	95.45 94.92	1
<b>Class E2: Racing cars over 600cc up to 1100cc</b>							
127	Edward Hollier	Terrapin	1095	Woolbridge	ASWMC	79.20 76.22	1
<b>Class E3: Racing cars over 1100cc up to 1600cc</b>							
834	Roy Sims	Magnum 843	1137	Torbay	ASWMC	81.95 79.33	1

somebody with the actual authority of a Clerk of the Course.

As this was our first attempt at a new venue, we set the maximum entry at a reasonably modest 110, requested (and got) ASWMC championship status and invited the Westfield Sports Car Club Speed Challenge to make sure we got there! The entries rolled in steadily, and then disaster struck. On the day after the Wessex sprint Dick was taken ill, to the extent that he would not be able to officiate at Llandow. Muggins was promoted to Clerk of the Course, and there followed a swiftly arranged visit to the circuit by Kieron and myself to see how Welsh Counties ran their event. This was particularly useful for me as I had not been to Llandow since a wet and slippery test day in November 1987!

I spent most of my visit observing the slight of hand performed by the timekeeper and course controller that was necessary to run three cars continuously on the three-quarter-mile (ish) oval (ish) track. Strangely grateful that I would be spared working in the organised bedlam that was course control, and that Bob Hart had been drafted in to cover, I was at least able to report first hand how the 1  $\frac{3}{4}$  - lap format actually worked. I was also pleased that we would be dealing with a totally on-the-ball timekeeper and very friendly and helpful circuit management. It also helps that a sprint can be run with only five marshals' posts, and unlike Castle Combe (or Colerne for that matter) the whole track is visible from the control point.

Came the day, and I set off at 0615 with a carload of spare brooms, together with the club's stock of marshal's tabards and gloves. Oh, and Bob as well! Although our journey commenced under clear skies, once we got into Wales it started raining, and did so until lunchtime. Still, it was pleasing to note, as I gave a driver's briefing from the shelter of a borrowed (but unfortunately not returned!) umbrella, that a good many of the club's regular sprinters, and one or two newer to the game, had come out to support us. These included Andy Moss and Martin Emsley in their AX, making up 2/3 of class A1, Bernie Humphrey in the venerable Escort, John Corfield in my old shopping car (!), Pete Goodman's Scooby-Doo, Jonathan Milne/Mark Roberts in the CRX and new boy Mark Wright in his Calibra, in only his second sprint.

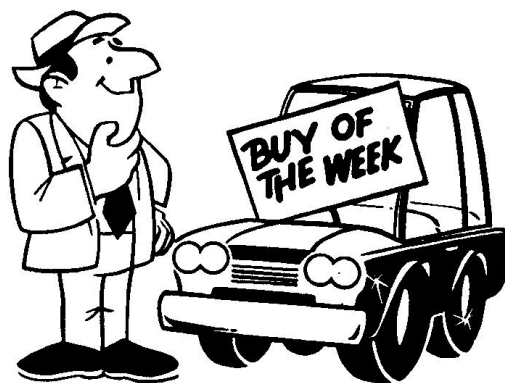
Although practice was officially "wet", there were no major incidents to speak of. The concept of pulling into the paddock at the end of the second lap was misunderstood by a few, as were the instructions as to what to do in the case of a genuine overshoot. The correct answer is "carry on round again at a respectable speed", NOT "perform a three-point turn in the middle of the main straight." A scare story that oil had been deposited on the (wet) track was deemed unfounded when the substance in question was identified as petrol, which is not nearly as slippery! I also remember having to admonish more than one competitor for reversing at the Bus Stop, and driving round the circuit with a piece of chicane from post 4 that had been dragged to post

1! Most of the time I just watched from the control office balcony and marvelled at the skill and judgement which was being exercised between controller, timekeeper and start-line crew to get cars loaded onto the track at optimum intervals. It almost always worked!

The track dried after lunch, and the serious competition began. As indeed did a bout of brain fade amongst certain drivers. There were some interesting spins, and it must be said, skilful recoveries between posts 1 and 2, some of them on the flying lap! Those with access to the club's website will have seen the short but spectacular movie clip of "Smokin' John" Corfield creating serious visibility problems as he outbraked the Cosworth into the Bus Stop chicane. The rest of the "big road cars" class comprised entirely of Subarus, and for the first time in recorded history Simon Hemmings got one over on Pete Goodman to take the class. Roberts & Milne were respectively 4th and 5th in class, whilst FTD went to Edward Hollier of Woolbridge MC in a 1095cc Terrapin.

The event finished well on time, and the day concluded in time-honoured fashion with the awards presentation. And what better prize to give in Wales than a piece of slate? It appeared that the whole venture was enjoyed by competitors and organisers alike, and, with a few lessons learned, we're going to have another go on May 26th 2003. See you there !

## MARKET PLACE



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

Subaru Impreza 4WD 2.0 Turbo, 1997 Green Late 1997 model, ("white dial" model)

One previous owner

Gold alloys, Raised boot lid spoiler

47,000 miles, MOT and tax until late Oct, Full service history

Kenwood 'removable face' stereo with 10 disk autochanger

Toad alarm system Engine immobiliser

£10,500

Tel : 07980 826217 - Andrew Compson

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Set of 4 "Michelin" Energy tyres 175/65 R15 84T XTI

All unused. ATS price £250, will sell for £140

Tel: Graham 01225 314128

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4 Alloy wheels complete with tyres, brand new 15" X 7 " - will fit Rover 200, alternative PCD 4" or 4 ¼ " £300.

Geoff Brown 0117 9563432.

## **Monday 5<sup>th</sup> August**

### **Club Evening Visit The Atwell-Wilson Motor Museum**

We are planning a club trip to the Atwell-Wilson Motor Museum at Calne - The plan is to meet at the Museum at 7.30pm. If you are interested in coming please let Alan Spencer know on 01179 712587 or e-mail [backfire@bristolpegasus.co.uk](mailto:backfire@bristolpegasus.co.uk) and we will pass your name onto Alan.

### **ABOUT THE MUSEUM**

The first car that started, what was to become the Museum, was acquired in 1962. This was the 1937 Buick CO Series 40, which is still in the museum to this day. It cost the princely sum of £10, Mr Atwell outbidding a rival offer of only £5. Out of such small acorns .....

The collection grew until the "Shed" was purchased in 1981 to bring the now sizable group of vehicles together under one roof.

In 1989 the new large Museum building was erected and the museum was really underway.

Today's collection of approximately 90 vehicles is never static with new exhibits continually arriving, with the occasional departure of a vehicle that has been on a much-appreciated loan to the Museum.

Today, very much at the helm of the Museum organisation, are the founders, Richard and Hasell Atwell -

Wilson and with the assistance of the Trustees of the Atwell - Wilson Museum Trust, we see the museum going from strength to strength. Approximately 30 percent of the cars on exhibit belong to the Atwell - Wilson Wedding Car Hire Service, all of the profits from this service going towards the upkeep of the Museum and it's exhibits.

The Museum is now run as a Trust, overseen by the Trustees, all the proceeds going towards the upkeep and the improvement of the buildings and exhibits.

It should also be noted that a large group of "Friends of the Atwell - Wilson Museum" give unstintingly of their time and efforts, in fund raising and helping in many ways with improving etc., the Museum

### **THE FOUNDERS**

Richard and Hasell Atwell - Wilson, have lived in the Calne area for all of their lives, started their collection in 1962, which has, over the years has developed into the present Museum.

As a result of this, they have always been very keen on collecting cars with a "local" connection, and as far as possible, to keep as many of these vehicles in a roadworthy condition.

### **AMENITIES**

The Museum has easy access and toilet facilities for the disabled. Coach parties and groups are most welcome, light refreshments can be provided by prior arrangement.

The Museum is located in a very beautiful part of Wiltshire, within easy reach of the many ancient attractions of this rural part of old England. The Museum also gives direct access to the beautiful Water meadows walk, dating from the 17th century.

The collection itself is spread across two buildings and consists of approximately 90 vehicles.

These include:

- \* Cars
- \* Lorries
- \* Motorcycles
- \* Mopeds
- \* Bicycles
- \* Large selection of vehicle manuals and other archive material
- \* A large collection of motor memorabilia

More details can be found at <http://www.atwell-wilson.org>

The Museum is easily found from any direction, being located just off the A4 in Calne.

\* Coming from the West (Chippenham), enter and drive through the centre of Calne in the direction of Marlborough, past the turn off to Melksham (A3102 - double mini roundabout). Carry on past the school (on your left) and as the A4 starts to bear to the left, take the right hand turning towards Heddington, you should now be in Stockley Lane. Carry on over the mini roundabout for approximately 2 - 300 yds and you will find the Museum on your left, (just past the entrance to the Fairway which is on your right hand side).

\* Coming from the East (Marlborough), drive past the Devizes road (on your left - sign to Golf course), along a straight section of the A4 through Quemerford, and as the A4 bears round to the right, turn off to the left turning towards Heddington, you should now be in Stockley Lane. Carry on over the mini roundabout for approximately 2 - 300 yds and you will find the Museum on your left, (just past the entrance to the Fairway which is on your right hand side).

\* Coming from the South, (from the direction of Melksham), enter Calne on the A3102, turning right onto the A4 towards Marlborough, ). Carry on past the school (on your left) and as the A4 starts to bear to the left, take the right hand turning towards Heddington, you should now be in Stockley Lane. Carry on over the mini roundabout for approximately 2 - 300 yds and you will find the Museum on your left, (just past the entrance to the Fairway which is on your right hand side).

\* Coming from the direction of Lyneham, (North), on the A3102, turn left onto the A4 in the direction of Marlborough, past the turn off to Melksham (A3102 - double mini roundabout). Carry on past the school (on your left) and as the A4 starts to bear to the left, take the right hand turning towards Heddington, you should now be in Stockley Lane. Carry on over the mini roundabout for approximately 2 - 300 yds and you will find the Museum on your left, (just past the entrance to the Fairway which is on your right hand side).

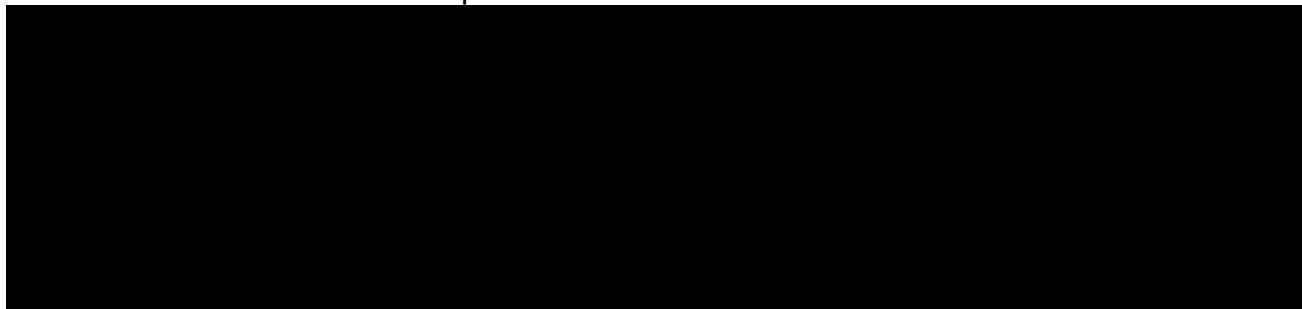
# ***Bristol Pegasus Fantasy F1 2002***

## ***(positions after European GP)***

***Results Prepared by Tim Murray***

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1=	Dave Cutcliffe	M Schumacher	Yoong	Williams	Minardi	Asiatech	474
1=	Martin Emsley	M Schumacher	Yoong	Williams	Minardi	Asiatech	474
1=	Matthew Watts	M Schumacher	Yoong	Williams	Minardi	Asiatech	474
4	Elisabeth Lewis	Montoya	McNish	Williams	Renault	Renault	473.5
5	Paul Wiese	Montoya	Salo	Williams	Renault	Ferrari '01	468
6	Tim Murray	Barrichello	Massa	Ferrari	Minardi	Ferrari '01	463
7	Mark Elvin	Montoya	Heidfeld	Williams	Toyota	Renault	458.5
8	Martyn Davies	Montoya	Heidfeld	Williams	Sauber	Ferrari '01	458
9	Patrick & Gill Williams	Heidfeld	Yoong	Ferrari	Minardi	BMW	445.5
10	Steve Webb	Heidfeld	Fisichella	Williams	Toyota	Ferrari	438.5
11	Chris Bate	Montoya	Salo	Williams	Sauber	Ferrari '01	437
12=	Alison & Sam Bennett	Barrichello	Fisichella	Williams	Arrows	Mercedes	434
12=	Jeff Spencer	Barrichello	Fisichella	Williams	Arrows	Mercedes	434
14	Andy Moss	Raikkonen	Montoya	Williams	Minardi	Toyota	432
15	Caroline Meaden	Barrichello	Sato	Williams	Sauber	Mercedes	427
16	Alison Emsley	Heidfeld	Panis	Williams	Sauber	Ferrari	424.5
17	Pete Goodman	Montoya	Villeneuve	Williams	Arrows	Honda B	413.5
18	Lucy Manning	Barrichello	Salo	Williams	BAR	Renault	401.5
19	Bill Farrow	M Schumacher	McNish	Renault	Toyota	Ferrari '01	393
20	Mary Craddy	M Schumacher	Heidfeld	Renault	Arrows	Toyota	391
21	Dick Craddy	Montoya	Massa	McLaren	Renault	Asiatech	386
22	Chris Lewis	Button	de la Rosa	Williams	Jaguar	BMW	385.5
23	Tom King	Barrichello	Montoya	Jordan	Minardi	Mercedes	380
24	Arthur Tankins	Fisichella	Villeneuve	Williams	BAR	BMW	378.5
25	Liz Moss	Button	Verstappen	Ferrari	Arrows	Cosworth B	370.5
26	Helen Davies	M Schumacher	Heidfeld	Sauber	Arrows	Ferrari '01	370
27	Martin Baker	M Schumacher	Heidfeld	BAR	Toyota	Ferrari '01	358
28	Liz Baker	Coulthard	Salo	Williams	Arrows	Ferrari '01	355
29	Lisa Taylor	M Schumacher	McNish	Sauber	Toyota	Toyota	352
30	Rex Meaden	Barrichello	Panis	McLaren	Renault	Ferrari '01	344
31	Kieron Winter	Heidfeld	de la Rosa	McLaren	Renault	BMW	341.5
32	Mark Williams	M Schumacher	Bernoldi	Sauber	Toyota	Cosworth B	339.5
33	Pete Stowe	Heidfeld	Panis	McLaren	Renault	BMW	337.5
34	Mike Baker	M Schumacher	Salo	BAR	Arrows	Ferrari '01	334
35	Chris & Josh Bennett	R Schumacher	McNish	McLaren	Sauber	Asiatech	288
36	Alan Spencer	Coulthard	McNish	Jordan	Jaguar	Toyota	180

For the latest F1 Scores check out the club web site, where we will try to keep the scores upto date between Backfires.



## ***Bristol Pegasus Clubmans Championship 2002***

***Upto & Including the June Treasure Hunt Prepared By John Corfield***

Total	ENTRANT	Pos.	No.	Organised
1 23.45	John Corfield	1	6	Yes
2 17.93	Andy Moss	2	5	
3 17.92	Martin Emsley	3	5	
4 15.82	Paul Bird	4	4	
5 14.54	Mark Astin	5	4	
6 14.54	Matthew Marples	5	4	
7 13.18	Martin Baker	7	3	Yes
8 10.82	Christopher Goodchild	8	4	
9 10.12	Mike Mcbraida	9	3	
10 10.06	Pete Goodman	10	2	
11 9.78	Mark Roberts	11	2	
12 9.27	Howard Johnston	12	2	
13 9.16	Jonathan Milne	13	2	
14 8.90	Paul Perkin	14	2	
15 8.18	Bernie Humphrey	15	2	
16 8.07	Trevor Park	16	2	
17 7.36	Judith Bird	17	2	
18 7.30	Alan Spencer	18	4	
19 5.69	Oliver Bull	19	1	
20 5.65	Mark Wright	20	4	

## ***Bristol Pegasus Clubmans Marshals 2002***

***Upto & Including the June Treasure Hunt - Prepared By John Corfield***

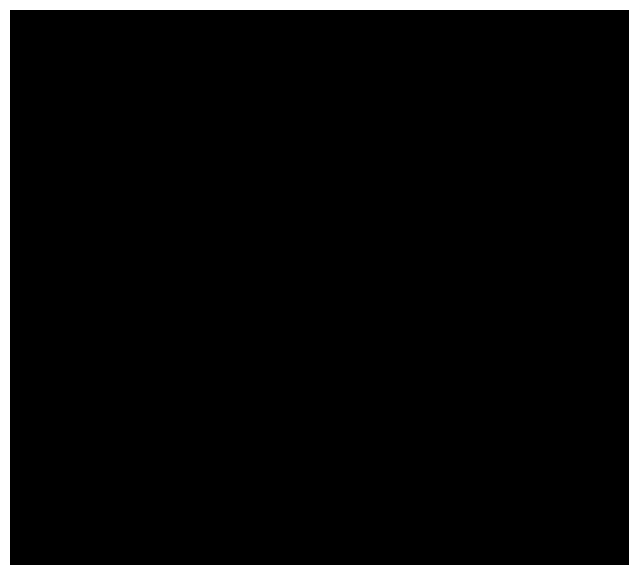
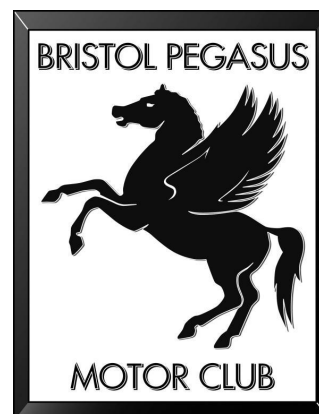
Total	ENTRANT	Pos.	No.	Organised
1 7.00	Dick Craddy	1	3	Yes
2 6.00	Martin Baker	2	3	Yes
3 5.00	Bob Hart	3	2	Yes
4 5.00	Kieron Winter	3	3	Yes
5 3.00	Dave Cutcliffe	5	2	Yes
6 3.00	Mal Allen	5	2	Yes
7 2.00	Andy Rigler	7	1	Yes
8 2.00	Bill Farrow	7	2	
9 2.00	Donny Allen	7	1	Yes
10 2.00	John Corfield	7	1	Yes

Note : Marshals championship and organisers qualification does NOT include the Wessex sprint as this information has not been supplied as yet.

At the June Committee meeting it was agreed that the organisers of non-competitive events, such as the club display at the CCC Action Day etc, would score points in the Marshals Championship and also 'validate' their scores in the Clubman's Championship.

As well as the popular on track activities we have a number of off-track attractions for all club members.

As well as the Club members taking part in the track day, as we did last year, we want to use the event to get other members together at the Castle



Combe Circuit.

## 2002 CLUB DAY

We will be holding our test day at Castle Combe on Saturday 20th July. This is a great chance to take your car on track and receive some expert tuition (if you wish). Building on the success of last year we aim to once again to organise some off track activities and turn this into a day which all members might attend.

Simultaneously we aim to support St Peter's Hospice. To make this successful we need your ideas and support NOW as plans evolve.

If you can help or have a suggestion please contact:  
Martin Emsley (01454) 250067.