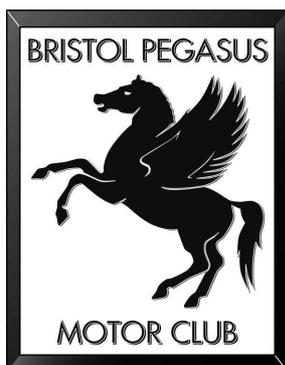


# Backfire

July 2003



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

Cover : CCC Day 2003  
Photo : Chris Goodchild

**CLUB DAY 2003**

**Saturday 19<sup>th</sup> July 2003**

**Castle Combe  
Racing Circuit**



**Charity Raffle:** Super prizes  
**Club Stand** and display

See **On-track action**  
**Charity autojumble:**  
books, parts, tools  
(Please bring and donate  
your surplus motoring  
items)



**Register of club cars**

**Stands** and other interesting vehicles,  
invitations sent to other Motor Clubs

**Super Treasure Hunt:** New this year

Contact Mal Allen in advance 01761470277

Please come and support **YOUR Club**

For more details contact Kieron Winter 01275 373363

**The Bristol Pegasus Motor Club supporting St Peter's Hospice, Bristol**

# **Backfire**

The Bristol Pegasus Motor Club  
**July 2003**

## **Saturday 5th July Bristol Motor Club Castle Combe Sprint**

The final instructions and entry lists were published towards the end of June and about a dozen people have entered as BPMC members (some people being members of both clubs). As usual anyone who wishes to marshal will be welcome so contact Tony Streeting (01454 238333) or Glyn Hopkins (07813893753) of the BMC.

## **Monday 7th July Treasure Hunt**

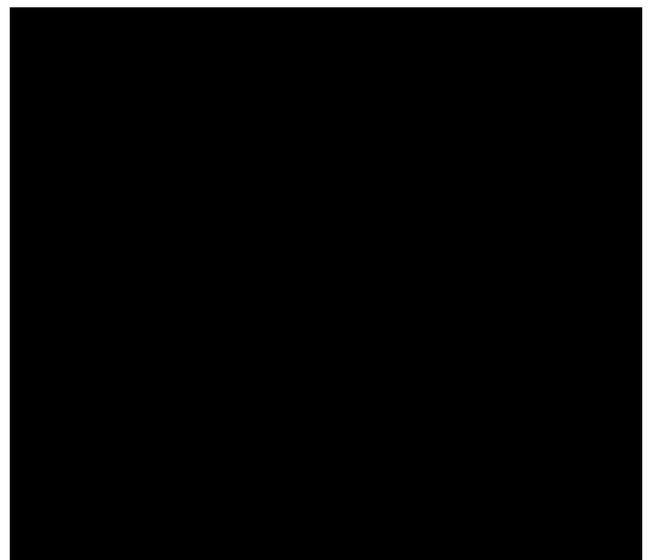
This will be organised by Martin Emsley and will start (7:30pm) and finish at the Wheatsheaf Inn, Winterbourne. Martin has promised a hunt unlike other hunts and he dares you to come along; he threatens it to be as much a time management exercise as one of finding answers. So even if you don't take part (but we hope you do) it should be pretty entertaining to come along for a drink afterwards and listen to Martin getting his ears bent.

## **Monday 14<sup>th</sup> July Club Night**

Join us at the Wheatsheaf, High Street Winterbourne, come along for a beer and a chat - from 8.30pm

## **Saturday 19th July BPMC Club Day at Castle Combe**

By the time you see this I guess the closing date will have passed. Contact Kieron Winter for any information and check elsewhere in Backfire. Any gifts you can spare to be used for St Peter's Hospice fundraising to Martin Emsley please.



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

## **Monday 18<sup>th</sup> August Treasure Hunt**

To be organised by Tony & Charlotte Smith - watch out for more details

## **Monday 25<sup>th</sup> August Two Club Sprint**

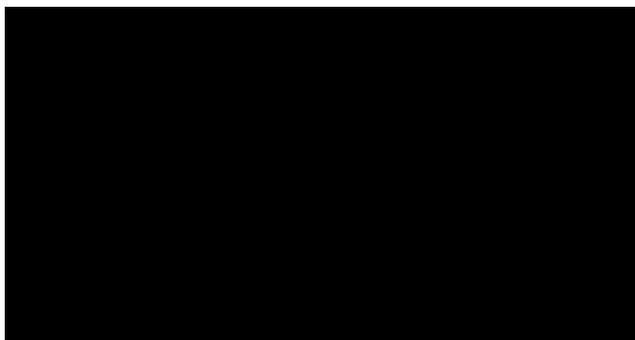
Regs are now available so check the websites or contact John Corfield/Kieron Winter. The closing date is Monday 11<sup>th</sup> August, the entry fee is £71 and the entries secretary is Kieron.

## **Visit to Bugatti Trust**

We have arranged a visit to the Bugatti Trust at Prescott on Sunday 31<sup>st</sup> August. The visit will be during the morning. This will be followed by an optional Pub Lunch and an afternoon visit to the Gloucestershire Warwickshire Railway at nearby Winchcombe, where there is a Transport Nostalgia Day.

More information next month.

For further details contact Kieron Winter.



## **September dates for your diary**

8<sup>th</sup> - Club Night

28<sup>th</sup> - Patchway Autotest

(Watch out for the various Wiscombe Hill Climbs also)

## **Invitations**

### **13<sup>th</sup> July - North Devon Motor Club Autocross**

We've received an invite from the North Devon Motor Club to their Summer Autocross at Sugworthy circuit (near Barnstaple). The event date is 13<sup>th</sup> July with an entries closing date of 7<sup>th</sup> July and an entry fee of £40. John Corfield has a set of regs or you can "Telephone Steve for regs 01271 371776".

Details of Events on this Page are compiled by Competition Secretary John Corfield. For further information contact John on 0117 9870763 or e-mail john\_e\_f\_corfield@hotmail.com

# **June Treasure Hunt**

## **Organised By John Corfield & Andy Moss**

Crew member: "So how many O's were there in the name of the house?"

Organiser: "Well the name of Buckingham Palace is "Buckingham Palace" so that would make 4 O's in the name of Bowood House."

Crew member: "But that's different, the name of a house shouldn't include the word "house"!"

Organiser: "Yes, it's tricky isn't it? We could have chosen 3 or 4, so we chose 3!"

Crew member: "So where do you get Paella from?"

Organiser: "From Don Pedro's – it was in the 'phone box."

Crew member to fellow Crew Member: "See! I told you it would be in the phone box. Why didn't you find it!?"

That's the traditional (and some say the best) part of every Treasure Hunt – the 'discussions' at the pub afterwards; and the beauty of such an event is that the organisers' answers are never wrong. I know how frustrating it is to find that there's more than one answer to a question and that you have to guess – but if you guess wrong, a wrong answer scores you minus 1! How unfair I hear you cry; but how do you reach a compromise between making it so hard it's no fun and so simple that everyone scores maximum points and arrives back too early? It's not easy and this was my first go at creating a Treasure Hunt route and questions.

Andy Moss and I split the organising

so that I was free to come up with a route and then we drove it with Andy checking that the directions worked. Together we picked the answers and developed the questions making sure that there were a few 'nasties' to minimise the chance of a maximum score. There were 95 questions and in fact only one remained unanswered by all the crews. This was question 51 "What's below the ground" and I didn't think it was very difficult because immediately below the post for question 52 (complete the H) was a bright yellow A4 sized cover sat in the bright green grass with "Fire Hydrant" written on it; but you see you never know what will actually be found to be difficult.

I travel each day to and from Swindon and on many a Friday afternoon I'd had to avoid a blocked M4 and negotiate the side roads to get home. I'd had the idea of using the M4 to get crews away from Bristol and then using the typical Treasure Hunt/Nav Ex type roads to get them back. So it was, on a beautifully warm June evening, that 8 crews left the Compass Inn at Tormarton, scooted 10 miles up the M4 from J18 to J17 and gathered a first crop of 'easy' answers on the way (in just 10 minutes) and then took about 2 hours to cover the next 17 miles in traditional style. I'd had doubts about using the M4 but made sure for that leg that the hunt instructions asked the drivers to keep their eyes on the road, keep their speed to 60mph or less and identified that the answers were clearly visible from the passenger seat. It seemed to work OK but I was really worried that Kieron was going to have problems when he

arrived solo – though fortunately he was partnering Martin B who arrived a while later.

We'd also talked about how to make things fair for those who had 3 or more in their crew and we agreed that giving them a finish time that was 10 minutes earlier than 2 man crews was a good decision. Unfortunately it's tended to be the Bird clan who fill their car so I was hoping that they wouldn't feel picked on. Paul did seem to react a bit though and offered to leave Lewis (his third team member) behind accusing Lewis in the same breath of being handicap enough (lies, I say, all lies!). All was fine however and Paul, who had recently had his plaster removed from his arm, exercised his newly freed fingers in my direction as he left the car park to show how well they were working. Fortunately Warwick Fortescue also arrived with a good sized family crew so the Birds were not the only ones to suffer the penalty.

I'd travelled the route the evening before so I knew that the grass and weeds hadn't covered the answers in recent weeks, and I'd also stopped and chatted to a very attractive lady at some stables to ensure that a trailer would definitely have its side up on the night so the writing on it would be visible. So Andy and I watched the cars leave and then settled down to the long wait at the pub - hard work running these events you know! By 9:30pm we were feeling pleased that no-one had arrived back and then Mal and Donny Allen pulled up (complete with the gorgeous new puppy - Cody). At first I thought we must have made it too easy but it turned

out that they got lost on the latter part of the route and had cut for the pub (wise people). Soon afterwards though Kieron and Martin arrived and well before the deadlines all were back with no 'lost points for lateness'. Andy and I got stuck into the scoring and Andy commented on the downside of asking 95 questions - especially when you have to mark 2 for a correct answer, 1 for a close-enough answer, zero for no answer, minus 1 for a wrong one (and ½ if you were feeling charitable). It took a few checks before we concluded that we had a tie between Kieron + Martin B and Mark Astin + Matt Marples. So I asked the tie-break question and Martin B, after what seemed like an eternity and much prompting from the impatient crowd, guessed a bit closer than Mark.

We didn't get much barracking from the crews although some seemed convinced that we'd set it all up by driving the route 'backwards' - that confused me so I must ask about that at the next club night. The weather couldn't have been better and we were still all outside the pub when people started to drift away to their homes. Many thanks to all who entered both the event and into the spirit of the hunt; it was a very good turnout that made all the effort worthwhile. Watch out for the club's next Hunt organised by Martin Emsley as he was setting his route in roughly the same area the same night and thought he might join us at the pub; however we didn't see him so that may be an omen!!

John Corfield.

## June Treasure Hunt - Results

Crew	Position	Points
Kieron Winter + Martin Baker	1	161
Mark Astin + Matt Marples	2	161
The Birds	3	158½
The Warwicks	4	154
Mark Williams + Louella Holsman	5	152½
Chris Goodchild + Nick Cook	6	148½
David Adams + Claire Adams	7	134
Mal Allen + Donny Allen + cuddly Cody	8	101



### CCC Track Day 2003 Castle Combe

**Report By John Corfield**  
**Photos By Chris Goodchild**

So there I was staring at a notice stuck to the back of the Cossie telling all who looked at the dent in the rear offside corner that I'd done it that day out on the track - such caring sensitive people our fellow club members! That was Saturday 14<sup>th</sup> June and the day before (Friday 13<sup>th</sup>!) my ex-wife's house had suffered a bad fire and was now uninhabitable. Fortunately no-one was hurt and as we're all still the best of friends and as she, my son Martin and her two dogs live close by they were able to move straight in with me until other arrangements could be made. Still, I was thinking that I must have angered the gods

somehow, especially as Andy Moss and I were due to do the June Treasure Hunt on the Monday so the timing of these incidents could at least have been when I didn't have so much on.

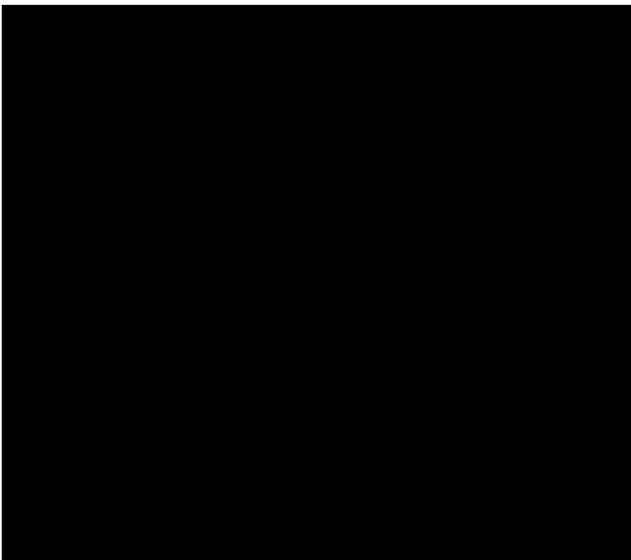
The CCC Day is the usual Castle Combe Track day that has become sadly a little notorious for the Kamikaze pilots who aim their metal at the tarmac, engage reheat and then disengage their brain. These days are very popular though and we visited again with the Club stand to do a bit of marketing. Martin Emsley and I arrived about 7:30am, Martin with the Citroen AX and me with the Cossie, and we promptly erected the gazebo and put up the display boards etc. Kieron arrived shortly afterwards in the Astra and during the next couple of hours those who had volunteered to bring





their cars along to make a display gradually arrived. Many thanks to the following:

David John (Peugeot 306); Chris Goodchild (Westfield SE); David Jones (Escort Cosworth); Mike McBraida (Mitsubishi EVO); Mark Williams (Marlin); John Moon (Calibra) and John's friend (Colt Lancer Turbo) - apologies for not having his name. I must add a special thank you to Gerry Bath, one of our club's Honorary Members, who came along and kept us company with his superb Lotus Elite.



Those of us due to go out on the track attended driver's briefings at which the Castle Combe staff pointed out that they had changed a few things. Rather than cones as used previously they had put out signs to say No Overtaking (into the

bends) and Overtake (out of the bends), and in addition they would operate a yellow card system for bad driving such that two cards would ban a car from the track. Mind you we did remark later in the day that reporting a car twice and banning it wouldn't necessarily stop the driver from taking someone else's car out, but at least it proved they were tightening things up. My son Martin had come with me to experience a first track session (as a passenger) to confirm that he wanted to take the Cossie round during our Club Day when things would be more controlled (the answer would be a bit of a forgone conclusion of course!).

During this season I've been getting more into the cornering of the Cossie because I see this as its prime limitation (apart from the driver of course - before someone else says it - ho ho ho). The obvious focus of my initial attention has been the tyres since you can't get much more fundamental than the contact between the car and the road. I've been running on the Yokohama A032R's almost since I bought the car from Pete Goodman in 2000 but I also had a worn set of Yokohama A520's. I reasoned that if I wanted to experience the effect of varying the tyres then putting on the A520's for the track session should tell me something. So it was that Martin

and I were gunning around the track that morning experiencing the effect of reduced traction. The back waggled in a very lively fashion and, if really overcooked, then a four wheel slide was fairly easy to induce - but not nice - and certainly not quicker. During our third lap I came out of the The Esses and gave it some gas just a bit too soon; we weren't really straight and very quickly the back started to overtake the front. Unfortunately the momentum was too great and backing off the throttle and steering into the slide had little effect, so it was hard on the anchors and pray. I watched the offside barrier getting closer and closer through my side window as we glided sedately backwards with Martin and I saying very similar rude words in unison (I can't think where he learned to swear like that). At first I was convinced that I would hit the barrier broadside but then the car turned further and we were staring through the windscreen at the midfield. The car gradually slowed and just when I thought we might get away with it the back wheels got on the grass and within a couple of seconds we came to a halt with the rear bumping against the barrier. I got back on the track but the rear was sliding all over the place and fearing a puncture a something worse (I think now that it was just wet grassy tyres) I drove slowly back to the paddock. Martin was not disappointed at only doing three laps and I reckon was secretly pleased that he had a more interesting story to tell than otherwise would have. We examined the damage when we returned to the club stand and although it was disappointing it was not too serious. The notice was duly

placed beside the dent and the rest of the day passed very pleasantly with the temperature rising nicely as the sun continued to shine.



We had a light dusting of visitors to the stand throughout the day which made sure that we didn't get bored. There were plenty of cars to look at and plenty of action on the track and by 4pm we had packed up and were ready to leave. I was a little disappointed that there only a few stands, and a guy we spoke to who was working for Castle Combe remarked that they would like more; they are hoping to make the day look less like a large car parking event. Next year I'm sure we'll be there again but will I take the Cossie out? I wonder! After all it was the driver's fault not the car, and I did learn what I wanted to learn - a valuable lesson about tyres!

John Corfield

# FOR SALE - £40

## Old Headlight in unused condition



The markings on the front centre boss are: "King of the Road" "Bi-Flex" "Long Range"

The markings around the rear mounting are: "Lucas Type L150"

The label on the lens says:

"This lamp is fitted with a special LUCAS-GRAVES BLUE STAR ANTI-DAZZLE BULB, and bulbs of the standard pattern **cannot** be used."

Contact John Corfield 0771 9546661/0117 9870763

## Letters To The Editor

I have just read my June 2003 Backfire and it was nice to see that I had a very satisfying mention in Richie Devall's Forty Years and More With Cars. Amazing as it seems but I am still going after fifty five years of mainly other peoples cars.

Diana and I moved from Wilts after forty years to a magnificent home in Pembrokeshire only a few months ago. This has reduced my days at Castle Combe to about two a month instead of three or four a week.

I cannot cover your forthcoming club day in July due to duties at the British GP. Had to stop racing in 2000 due to health problems but I still have licencing for instructional tasks.

Managed to go out with class wins and fastest laps at Spa 8 hours, Brno 4 hours and .500K at Nurburgring North Circuit.

Looking back on what feels at least 100 years I think I covered more laps than anyone else at Combe and only damaged about four cars but Mallory Park is a lot worse having written off five cars but that's another story.

Still available for a club night if required. Keep up the good work.

Regards



P.S.

We have 20 acres of parking and lots of buildings so if the club would like a weekend run / camping or they are partial to sheep then arrange it.

# FORTY YEARS AND MORE WITH MOTOR CARS

By Richie Devall - Part 4

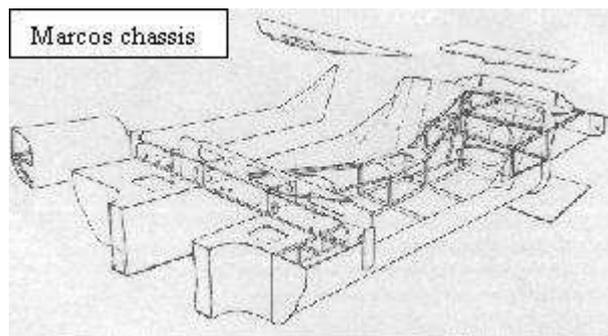
Back to my cars. I was a member of Cirencester Car Club as well as the BAC Club and two of the prime movers at Cirencester were Ann and Howard Seward who had rebuilt a 1968 wooden chassis Marcos 1600GT to an immaculate state with new paint and sunroof, totally reconditioned suspension, brakes and engine. They were desperate to sell to fund their new Jedi and I bought the Marcos for £4250 in April '93, which was about half what the Marcos club claimed it was worth. I intended to put the Davrian engine and placed an advert in Motoring News for the Davrian without the engine. I only had one phone call and that was on the day of the advert and next day it was sold to a very enthusiastic 'Headmaster from Hereford' who agreed to buy it for the asking price of £3250 plus £100 for the 1600 engine from the Marcos, which I installed before he took the car. I drove it for a few miles with the 1600 engine and it seemed incredibly slow. He subsequently had an all steel 1400 x-flow built and bought the original 5 speed Hewland off Pat Longhurst, which he had to have rebuilt, to go hill climbing. I guess the purchase price of the car was irrelevant compared to what he spent on it afterwards. I later saw the car in action at Prescott but it was struggling against the Imp versions which although less powerful were 200Kg

or so lighter and handled a lot better.



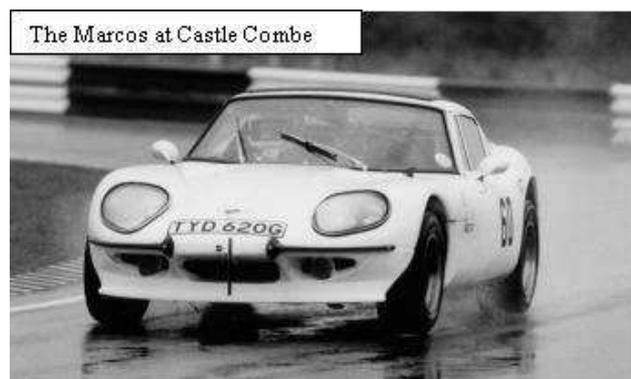
The Marcos was a totally different car, whereas the Davrian felt very robust and indestructible the Marcos seemed fragile although reputedly the wooden chassis cars were much stiffer (and lighter) than the later steel chassis ones and therefore had much better handling. (The wooden chassis of the Marcos contains 386 parts and is made of West African plywood, Douglas Fir plywood and Sitka spruce. The engine and front suspension are hung on a steel frame bolted to the wooden chassis.) I put the 1700 engine in with a competition exhaust manifold and built the rest of the exhaust system putting the silencer transversely under the boot having chopped some of the boot floor away. Cooling was a problem and I tried various radiators before buying a big aluminium one from Westfield and drilling holes in the bonnet to help drag the air through together with ducting in the nose. Based on data I found in a book on car aerodynamics the angle of the Marcos rear window was ideal for creating lift at the rear end and from information in the same book I made and fitted a boot spoiler to reduce the lift. I also fitted a front spoiler to reduce the air going under the swept up nose. I went to a couple of Marcos club meetings to be met with horrified looks at what I had done to

the car bodywork; they were more interested in polishing and social events and sweaters with badges on, etc. rather than making the cars go better – so I had very little to do with the club after that. At one of the Classic Car days at Castle Combe some of the V8 Marcos owners were a bit embarrassed about the lap times I was able to do.



I spoke to someone who professionally prepared and raced wooden chassis Marcos and he helped with spring rates (to which the car was very sensitive), he also suggested putting a bit of toe in and negative camber on the rear wheels by running arc weld around the top and front edges of the joints between diff housing and axle tubes to 'bend' the axle slightly. Surprisingly the front suspension geometry of the standard car was very poor with the wishbones, hub, etc. being straight off a Triumph GT6 attached to the Marcos with no thought to the resulting geometry. This meant lowering the front ride height to get sensible wishbone angles which gave ground clearance problems and so I bought a shallow sump for the engine and had to use wider tyres than I would have liked to get some of the ground clearance back. This in turn meant that the rear was too high and I had to reposition the locating arms for the rear axle to make sure I did not get axle steer

with body roll and to make this easier and to improve the way the rear suspension worked I made up some rose jointed tie bars to replace the rubber mounted originals. I bought all the bits I needed from a stockcar suspension parts supplier as prices were much lower than race car equivalents.



Between July '93 and July 98 I did over 30 sprints with the car getting progressively quicker. The greatest improvement came when I reduced the bump steer dramatically by making up new steering arms, which, together with a bigger brake master cylinder to reduce pedal movement and sorting out the corner weights was worth 2 seconds in the July Castle Combe sprint. Although the Marcos handled much better than the Davrian the brakes were not as good and until the above changes my times were similar. As with the Davrian I was able to do lots of laps at Castle Combe on test days having access to both Kit car and Classic Car Action days as well as the BAC club day. Old Paddock was always the most scary and the most rewarding, I knew the car would go round flat out but sometimes had a spike of doubt halfway round, for some reason I never felt I went fast enough at Camp. Wet days were a nightmare because the demisting system did

not work effectively and several times I had to drive home with the sunroof open getting very wet. This, together with the fear of something breaking, was one of the reasons why in 1995 I bought a trailer.

During 1997 I was getting a bit frustrated at my lack of improvement and started to think about a change of car. I went to watch the Longleat hill climb in late '97 and saw my dream car, a Mk8 Davrian Dragon modsports car which had a transversely mounted x-flow between the rear wheels, it sounded fantastic and went incredibly well, and it was for sale. So in early '98 I put the Marcos on the market including an advert with photo in Cars and Cars Conversions and nothing happened until late summer. I had a phone call from a chap in Lancaster who wanted me to deliver the car to him and would have the money waiting. I told him I was not prepared to sell it without him seeing it so he came down the next weekend with a friend with the intention of driving it back. He turned out to be one of the most interesting characters I have ever met, he was about my age (mid 50s), he had longish grey hair and was dressed in jeans and sweater, he sat cross legged on the settee in bare feet and explained why he knew it was the right car for him. Apparently he had seen a white Marcos in a dream, or vision as he called it, and then a few weeks later had seen my advert with the photo in CCC and it was exactly as he had seen in his vision, so he knew it was the right car. He had bought a cheque for the asking price with him but apologised that the building society that had issued the cheque

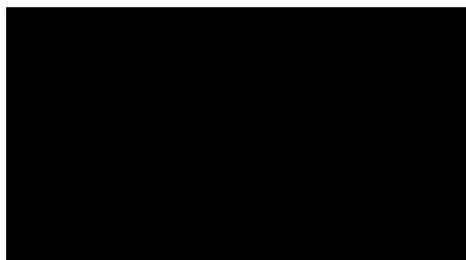
would not put 'with love' on it to cancel the bad vibes due to money being involved! He insisted on taking the car with him and wanted to drive it back to Lancaster there and then even though it was pouring down with rain. I told him it leaked like a sieve and the demister was not very effective and he would have to have the sunroof open, but he still wanted to take it. In the end I persuaded him to use my trailer, as the friend's car he came in had a tow hitch, and the following weekend I met him halfway to pick the trailer up. He kept in touch for a couple of years and apparently was using the car as his only transport on a daily basis still with the rose jointed shockers set for the sprints and still with the low ratio diff. He did say he suffered some backache but thought it was the cobbled streets in Lancaster rather than the suspension. The only failure he reported during the few years he kept in touch was the clutch slave cylinder. The engine had given no problems at all which is pretty good considering it was the one that Nick Staggs had built for me in 1990 and it was used in the Davrian before the Marcos and I had worked it very hard in both cars. I found out shortly after selling him the car that his 'profession' was travelling Europe with a partner running 'rebirthing' workshops from a Mongolian tent.

Once I had the money from the sale of the Marcos I went to have a closer look at the Davrian Dragon and bought it and it was in my garage by the following weekend (mid October 1998).

# Bristol Pegasus Fantasy F1 2003

(positions after European GP)

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Total
1	Mary Craddy	R Schumacher	Alonso	McLaren	Jaguar	275
2	Kieron Winter	Alonso	Pizzonia	Williams	McLaren	268
3	Pete Stowe	Montoya	Alonso	McLaren	BAR	249
4	Mark Elvin	Raikkonen	Webber	Williams	Toyota	235
5	Andy Moss	Webber	Button	McLaren	Renault	227
6=	Dave Cutcliffe	Raikkonen	Pizzonia	Ferrari	Toyota	220
6=	Patrick Williams	Raikkonen	Pizzonia	Ferrari	Toyota	220
8	Chris & Sam Bennett	Fisichella	Firman	McLaren	Jordan	211
9	Jeff Spencer	Coulthard	Button	McLaren	Toyota	209
10	Matthew Watts	Barrichello	Alonso	Renault	BAR	208
11	Martin Baker	Alonso	Heidfeld	Ferrari	Jaguar	205
12	Chris Morgan	Pizzonia	Verstappen	Ferrari	Renault	197
13	Louella Holsman	M Schumacher	Wilson	Renault	Minardi	193
14=	Alan Spencer	R Schumacher	Coulthard	Jaguar	Toyota	186
14=	Alison & Josh Bennett	R Schumacher	Coulthard	BAR	Minardi	186
16=	John Page	Alonso	Villeneuve	Ferrari	Toyota	183
16=	Tim Murray	Alonso	Villeneuve	Ferrari	Toyota	183
18	Donny Allen	Heidfeld	Verstappen	Williams	Sauber	180
19	Alison Emsley	R Schumacher	Button	Jordan	Jaguar	177
20	Arthur Tankins	Trulli	Webber	Ferrari	Minardi	172
21	Steve Conner	Firman	Button	Ferrari	Minardi	171
22	Chris Lewis	Coulthard	Button	Renault	Toyota	170
23	Mark Williams	Firman	Panis	Ferrari	Jordan	169
24	Paul Bird	Heidfeld	Firman	Ferrari	BAR	166
25	Mal Allen	Firman	Button	Ferrari	BAR	165
26	Elisabeth Lewis	Montoya	Panis	Renault	Minardi	161
27	Dick Craddy	M Schumacher	Frentzen	BAR	Toyota	158
28	Liz Moss	Coulthard	Fisichella	Jordan	BAR	155
29	Martin Emsley	Heidfeld	Panis	Ferrari	Minardi	148
30	Judith Bird	Button	Panis	Renault	Jordan	146
31	Lewis Bird	M Schumacher	Villeneuve	BAR	Toyota	139
32	Lucy Manning	Barrichello	Villeneuve	Jaguar	Toyota	125





**Club Night Venue  
The Wheatsheaf**

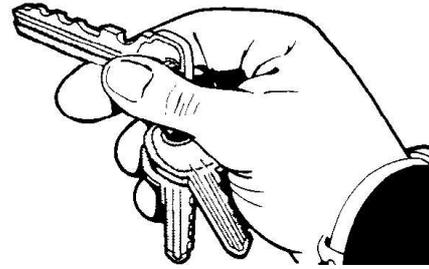
**From M32 (Junction 1)**

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.



**2003 Calendar**

**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
Sun	31st	Bugatti Visit

**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

Clubmans Championship (up to June Treasure Hunt)					
Results prepared by John Corfield					
	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
1	27.78	Mark Astin	1	6	Yes
2	27.33	John Corfield	2	7	Yes
3	26.95	Matt Marples	3	6	Yes
4	25.54	Paul Bird	4	6	
5	19.26	Martin Baker	5	4	Yes
6	17.93	Andy Moss	6	6	Yes
7	15.58	Kieron Winter	7	3	Yes
8	14.31	Howard Johnson	8	3	
9	12.37	Martin Emsley	9	3	Yes
10	11.75	Dave Cutcliffe	10	3	
11	11.65	David Adams	11	4	
12	11.20	Chris Goodchild	12	4	
13	9.78	Pete Goodman	13	2	
14	8.85	Bernie Humphrey	14	2	
15	7.34	Cherry Robinson	15	2	Yes
16	7.34	Nick Wood	15	2	Yes
17	7.27	Judith Bird	17	2	
18	7.00	Dave Sulley	18	2	
19	6.68	Alan Spencer	19	3	Yes
20	6.63	Dick Craddy	20	2	Yes

Marshals Championship (up to June Treasure Hunt)				
Results prepared by John Corfield				
	TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
1	7	Martin Baker	1	3
2	6	Dick Craddy	2	3
3	4	John Corfield	3	2
4	4	Lewis Bird	3	3
5	4	Malcolm Allen	3	3
6	3	Bob Hart	6	1
7	3	Kieron Winter	6	2
8	2	Alan Spencer	8	1
9	2	Andy Moss	8	1
10	2	Andy Rigler	8	1
11	2	Lesley Hart	8	1