

Driving Mirror



Driving by Numbers

May - June 2018

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(Cover shot: Matt Nichols)



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**The next Driving Mirror deadline is
Friday 10th August 2018.**

Got something to share? Please send any words and photos you have to:

Matt@classiccarsdriven.com

Chairman's Chat



We have much to celebrate in this edition of Driving Mirror after organising two cracking events in May before looking forwards to our Summer season.

The first at Llandow, in partnership with our Bristol Brethren's, Pegasus, saw a record entry and thanks in part to a Friday setup day resulted in a smooth operation by all accounts. Thankfully as well a decision has now been taken to remove the parade laps from 2019 to ensure an earlier start to proceedings. Yay.

Well done if you were at Llandow in any capacity as the event was without doubt a resounding success. There was also some strong performances out on track which you will see when looking at my analysis of the results in the magazine this month.

The second reason to celebrate was our relatively new Westonzoyland AutoSOLO. Nick Rainbow did an amazing job of pulling everything together with Dave Greenslade working on Course Designs and myself, Nick and Paul Sunshine mowing the grass (plus weeds and dog poo) that exist in the gaps between the concrete slabs. Paul also sealed the deal with the landowner as well, with Andy Taylor leading the timekeeping team on the day.

The narrow ribbon of concrete (and other surfaces) is a bit restrictive in terms of what can be achieved, but what was delivered couldn't have been better. From tight and twisty through to (AutoSOLO) fast and flowing, the courses held everyone's

attention from 9.30am to 4.00pm.

A massive well done to Liam Rollings for taking FTD (full results shared in this copy) and commiserations to Andy Laurence who chucked away a class win by listening to the club's Chairman ahead of the afternoon runs. Still what do I know about the art of Driving by Numbers. Nothing, clearly.

Now I have to say a massive thanks to everyone who helped out once again. The offers came rolling in the week before and in the end all posts were filled to ensure the event ran like clockwork. If you were there, well done, we couldn't have done it without you.

When I look forwards to the Summer season we do have a few challenges to overcome. By the time you read this all should have been sorted out for this year, but I think for 2019 we may have to reduce the number of events in our calendar unless we can find people to organise them.

Recently there has been what can only be described as a changing of the guard. In short some people after providing a sterling service for many years are, quite rightly, choosing to step down from being event organisers, particularly for our slightly left of field events. The main one at risk at the moment being our fun and enjoyable Family Sports Car Day.

We seem at the moment (touch wood, of course) to be very fortunate in being able to attract help on the day of an event e.g. GWS, Llandow and Westonzoyland so far this year, but are beginning to struggle to find event

organisers. Being completely honest without Nick Rainbow taking the reins Westonzoyland may not have happened at all. One person separated us from having an event to not having an event. Thank you Nick.

For the Family Sports Car Day at the moment the only name in the frame to organise it is by default, me. Which I will do this year to ensure we keep face with the circuit if no one else. But I can't commit to running the Family Sports Car Day in 2019, not with other responsibilities as well.

No for 2019 to work, if we don't have an event organiser confirmed by Sept/ Oct at the latest when we book next year's venues, then there will be no event next year. It is that simple. Which is both sad and somewhat unbelievable for a club that boasts at times over 200 members.

Why more people don't step forwards to organise events I'm not sure, as no-one's saying. Well not to me anyway. Whether the responsibility, time, effort, or perceived hassle factor, or feeling it should be someone

else, I'm not clear.

But the people who do organise events find the time, and no, not that it matters anyway, is it because they are all retired. Not everyone is. Or that they have regular jobs with plenty of down time. In fact retired or working, those particular members are all busy people themselves. As the saying goes, if you want something done then ask a busy person.

The one thing they share though is how much they care about the club and so my only ask is that if you, like them, care (enough) and can take on an event like Family Sports Car Day whether busy being retired or at work, then please step forwards and say. We really cannot do this without you, especially during a changing of the guard.

In the magazine this month Mark Griffiths suffers Machinery Envy, David Ashurst says a big Thank You for the organisers of Westonzoyland, Chris Dymock shares his love of (two) books, and I dissect our Llandow sprint results.

Matt



Liam Rollings and his Mighty Mini proved too strong a combo to catch at WZ

Kemble AutoSOLO

On Sunday 8th April, Bath MC again hosted their Spring Autosolo at Kemble. Still bearing the scars from a winter of Nav scatters the BMW compact was dusted off for the first (and only for me) AutoSOLO of the year. The day started early and pulling onto the A429 near Crudwell about 7am I was aware of what looked like a Mad Max villain in my rear view mirror. Closing the distance quickly it could be only one car – the awesome Ariel Nomad so I felt defiantly outclassed in terms of hardware.



Symptom: Machinery Envy.

Cause: The Ariel Nomad Next Door.

The day ran smoothly with a full entry each making 3 attempts at 4 course layouts. The courses were a mixture of long and short with tricky sections that needed concentration. I settled into a usual pattern of a making a comparatively slow first run whilst still learning the course, followed by increasing quicker second and third runs.

Without Martin Boulton in his E36 316i I measured performance against the other 2 entries in Clubman's Class B. Up against an experienced driver in 306 and a Civic Type R, on paper I looked to fare badly but at the start of the last course I was only 0.5 seconds behind the 306 and over 7 seconds ahead of the Type R. Unfortunately it then started raining and with traction control turned off I spent a lot of time sideways and making very little forward progress so never managed to beat the times of the Peugeot.

I wasn't disappointed with my performance but know I could have done better and as a spectator it was enjoyable just watching the Ariel Nomad.

Mark

Westonzoyland - The Results

WESTONZOYLAND AUTOSOLO

26th May 2018

Overall Positions

No	Driver	Car	Club	Class	ROUND 1 RIMS :3			ROUND 2 RIMS :3			ROUND 3 RIMS :3			ROUND 4 RIMS :3			Total	Tie-break	O/A Class					
					I	II	III	I	II	III	I	II	III	I	II	III				I	II	III		
1	Liam Rollings	Austin Mini	BTRDA	1B	57.2	50.0	51.9	101.9	52.0	49.4	48.6	98.0	52.0	51.0	52.0	103.0	43.5	42.8	42.3	85.1	388.0	204.7	1	FTD
3	Steve Conner	Mazda MX5 Eunios	Bath MC	4B	52.3	50.7	56.1	103.0	52.8	51.8	51.7	103.5	52.3	53.3	52.4	104.7	45.1	42.8	43.1	85.9	397.1	202.5	2	1
16	Dave Greenslade	Mazda MX5	BMC	4A	51.0	49.7	50.5	100.2	53.8	50.9	50.7	101.6	54.8	54.8	53.2	108.0	49.1	45.3	44.3	89.6	399.4	208.7	3	1
13	Oliver Jenkins	Mazda MX5	RossDMC	3B	52.0	49.1	54.1	101.1	53.3	52.2	52.8	105.0	53.9	53.7	53.8	107.5	44.3	42.9	43.6	86.5	400.1	203.5	4	1
4	Richard Glindon	Mazda MX5	BMC	5B	51.5	51.8	56.1	103.3	55.1	52.9	54.0	106.9	55.1	54.5	54.2	108.7	45.0	44.7	42.9	87.6	406.5	206.7	5	1
8	David Fooks	Renault Clio	Weston	2B	51.1	51.7	51.8	102.8	52.5	52.0	52.1	104.1	59.3	54.8	54.0	108.8	46.2	46.0	45.1	91.1	406.8	209.1	6	1
23	Brad Snow	BMW Z3	Bath	4B	54.8	53.1	52.1	105.2	59.5	53.8	53.4	107.2	55.2	53.9	53.1	107.0	45.8	43.9	43.9	87.8	407.2	215.3	7	2
21	Adrian Welsh	Mazda MX5	Stroud/BPI	4B	52.2	52.5	57.7	104.7	52.5	53.0	53.5	105.5	55.0	54.8	54.8	109.6	49.6	45.3	45.5	90.8	410.6	209.3	8	3
17	Mike Lear	Mazda MX5	BMC	5B	54.7	52.2	55.6	106.9	49.4	54.4	56.1	103.8	57.1	57.3	57.0	114.1	45.4	43.5	43.0	86.5	411.3	206.6	9	2
6	Andy Laurence	Mazda MX5	BMC	5B	50.6	51.1	49.5	100.1	58.4	51.7	52.3	104.0	61.4	53.1	59.0	112.1	44.2	51.3	53.6	95.5	411.7	214.6	10	3
24	Antony Brown	Mazda MX5	WSM	4B	56.1	52.9	53.7	106.6	55.6	55.1	56.6	110.7	55.5	55.3	53.5	108.8	46.6	43.9	44.1	88.0	414.1	213.8	11	4
22	Richard Welsh	Mazda MX5	BPMC/Stro	4B	56.4	66.4	52.9	109.3	55.2	54.4	50.6	105.0	55.2	55.1	54.7	109.8	45.8	45.5	46.1	91.3	415.4	212.6	12	5
12	Tom Caldercourt	Mazda MX5	BMC	5B	53.2	51.9	51.7	103.6	54.7	54.7	56.4	109.4	58.5	56.0	57.0	113.0	53.9	45.0	45.6	90.6	416.6	220.3	13	4
14	Paul Sunshine	MAZDA MX5	BMC	5B	55.9	54.0	53.3	107.3	52.4	52.1	52.9	104.5	55.1	56.1	56.3	111.2	47.7	47.3	46.6	93.9	416.9	211.1	14	5
20	Graeme Palmer	Mazda 323	BMC	3A	56.5	55.5	54.6	110.1	54.4	54.2	60.2	108.6	59.9	53.8	54.7	108.5	47.5	45.1	45.6	90.7	417.9	218.3	15	1
9	John Roberts	Mazda MX5	BMC	5B	54.6	54.7	54.0	108.6	54.7	54.5	56.0	109.2	57.6	56.7	57.4	114.1	46.2	47.2	46.0	92.2	424.1	213.1	16	6
19	Aaron Sharp	VW Golf GTI	BMC	4A	55.4	53.3	53.9	107.2	59.8	59.1	59.1	118.2	54.9	53.7	54.2	107.9	47.3	45.3	45.6	90.9	424.2	217.4	17	2
25	Ross Woodhouse	MG ZR	BMC	1A	57.0	54.9	71.6	111.9	57.3	56.2	55.2	111.4	58.4	57.4	56.3	113.7	48.7	47.1	46.6	93.7	430.7	221.4	18	1
5	Josh Long	Mazda MX5	BMC	5B	79.5	79.5	54.3	133.8	51.7	50.7	50.1	100.8	57.6	55.7	54.4	110.1	46.2	45.4	44.3	89.7	434.4	235.0	19	7
2	Lorna Critchlow	Honda Civic	South Hair	2A	58.6	57.5	57.3	114.8	61.4	58.6	56.7	115.3	59.1	58.3	58.4	116.7	49.8	50.6	48.5	98.3	445.1	228.9	20	1
11	Garry Hendy	Mazda MX5	BMC	5B	56.3	53.3	52.8	106.1	53.6	53.6	52.6	106.2	83.1	83.1	65.9	149.0	45.7	45.3	44.3	89.6	450.9	238.7	21	8
10	David Ashurst	Mazda MX5 Eunios	BMC	5B	60.8	61.8	59.6	120.4	59.6	58.2	56.8	115.0	63.5	63.3	60.5	123.8	50.6	51.7	51.5	102.1	461.3	234.5	22	9
15	Tony Streething	CC Cyclone	BMC	4A	56.6	55.0	54.6	109.6	80.7	80.7	64.5	145.2	58.3	57.1	62.7	115.4	74.3	47.5	46.3	93.8	464.0	269.9	23	3
7	Wang Tak Young	Mazda MX5	BMC	5B	72.8	72.3	59.5	131.8	79.4	62.5	79.4	141.9	64.6	63.5	60.5	124.0	51.8	51.7	50.8	102.5	500.2	268.6	24	10
18	Roger English	Austin Mini	BMC	1A	69.5	63.0	61.3	124.3	85.2	85.2	85.2	170.4	86.3	86.3	86.3	172.6	76.6	76.6	76.6	153.2	620.5	154.7	25	2

Driving by Numbers

Dear Nick,

I would like to thank you and your efficient team very much for organising such a fabulous and slick event yesterday.

By providing all competitors with four attempts at four tests was an amazing achievement. I also thought that it was phenomenal value for money when compared to Sprints and Hill climbs.

The timing of the event throughout the day was faultless and even the threatened foul weather stayed away.

I had a wonderful days sport and thoroughly enjoyed myself and when the opportunity arises I'll be entering more AutoSOLO's.

Many thanks again to the team for such a great day.

David Ashurst.

Efficient Team (As Mentioned):

Nick Rainbow	Clerk/ Event Organiser
Julian Rainbow	Scrutineer
Matt Nichols	Chief Marshal/ Venue Preparation
Julia Nichols	Signing-On/ Results
Angie Fullagar	Signing-On/ Results
Adrian Taylor	Chief Timekeeper
Simon Clemow	Timekeeper
Barry Green	Timekeeper
John Hollins	Timekeeper
Paul Sunshine	Venue Preparation
Dave Greenslade	Course Design, Van and Stores



Gurning on the line



Winner takes all



Dad's Big Day Out



Never Much of a Queue



Richard Glindon led the MX5's home



Graeme Palmer securing a Class Win



Tony's Cyclone refused to Turn-In



Aaron Sharp out in his MK3 Golf

Llandow - A Class Review

Llandow for me holds a lot of fond memories. For one it was the first event I competed in after apparently hanging up my (then Stage Rally) driving boots in 1995. My return to Motorsport in 2003 at Llandow involved piloting a bug-eyed Subaru Impreza WRX that I'd bought brand new the year before. It was totally stock at the time and having bottled it at the chicane on each approach, despite buckling an alloy in the process, the best I could muster was a 94sec run. I then changed cars to a much cheaper to run Honda Civic Type R (I had travelled 80,000 miles in the Impreza in three years at 26mpg and costly servicing every 10,000 miles). The fact was though I loved that car and still enjoy driving the Benstock's similar machine when the opportunity arises.

With the sweet handling Civic came better times at Llandow and whilst battling with Dave Greenslade I managed to get down into the 88's. Getting below a 90 meant something to me as I knew just how hard you had to attack Llandow to achieve that in a road car. During the Megane era that followed (R26 and then RS250) it was the later car that went quickest for me around South Wales little circuit, this time battling with both Dave Greenslade and Andrew Meek, with a best time that got me down into the 85's. The TVR currently sits in the middle of that little lot at present with an 87sec run as the best so far.

So what does all that mean, well in a road car it means:

Step 1 - Get below 100secs and you can say you know your way round.

Step 2 - Get below 90secs and you're definitely in the zone.

Step 3 - Get as close as you can to 82secs and you're on for a class win.

If piloting a Sports Libre or Single Seater Racing Car:

Step 1 - Get below 82secs and you're separating yourself from the quickest road cars.

Step 2 - Get as close as you can to 70secs and you're on for a class win.

Step 3 - Get very close to or below 70secs and FTD is on.

Indulge me if you will in applying that (kind of) logic to this year's Llandow sprint beginning with Class A2. In the end it was Claire Tooth who took the class with her two 87sec runs.

Class A2 - Roadgoing Series Production Cars over 1400cc up to 1800cc					cc	P1	P2	R1	R2	Pos
7	Claire Tooth	Bristol		Lotus Elise	1796	91.62	90.4	87.61	87.55	1
9	Trevor McMaster	Bristol	ASWMC	Toyota MR2 Mk3	1795	91.87	90.67	89.6	89.53	2
10	Shaun Tuckey	Torbay	ASWMC	Ford Ka	1600	99.23	94.84	92.26	91.77	3
6	Andrew Webber	HSA	SBD HSA	Lotus Elan +2	1760	94.91	92.18	92.03	FAIL	4
5	Peter Devall	Bristol Pegasus	ASWMC	Peugeot 106	1600	97.06	97.93	96.57	95.19	5
8	Charles Oldham	HSA		Morgan 4/4	1796	115.2	113.7	112.7	111.6	6

Well done to Claire, but worth also highlighting Trevor's performance as someone else clearly in the zone by breaking the 90sec barrier. Trevor must have also wondered if he was in contention for the crown himself during the morning practice runs before Claire put clean air between them.

Up one class and in A3 a lot of commitment was being shown. At the leading edge sits a boosted Lotus Elise. But look how close it is from Dave in second place down to Graeme Palmer in seventh. Graeme himself right on the cusp of that 90sec invisible barrier. Interest-

Class A3 - Roadgoing Series Production Cars over 1800cc up to 2600cc					cc	P1	P2	R1	R2	Pos
18	Ben Burggraaf	MAC	WAMC	Lotus Elise S2	1794	89.19	84.47	84.02	85.19	1
16	Dave Greenslade	Bristol	ASWMC	Mitsubishi Lancer	1800	89.74	FAIL	88.69	88.04	2
23	Elliot Hall	MAC		Audi TT	1800	91.95	89.4	88.69	88.57	3
716	Simon Clemow	Bristol		Mitsubishi Lancer	1800	90.14	90.35	88.87	89.28	4
26	Paul Finch	Torbay	ASWMC	Ford Escort Mexico	1993	93	89.83	89.29	89.57	5
22	Pete Goodman	Bristol Pegasus	ASWMC	Ford Fiesta	1600	92.27	91.26	90.86	90.11	6
19	Graeme Palmer	Bristol	ASWMC	Mazda 323 Gtx	1839	90.16	90.32	102.7	90.16	7
17	Andrew O'Malley	Bristol		Mazda MX5	2000	92.55	91.71	91.57	91.26	8
715	Pekka Tulokas	Bristol		Mazda MX5	2000	93.58	93.31	93.17	91.78	9
15	Michael Bartlett	Bristol		Mazda MX5	2000	95.33	93.03	93.7	93.11	10
24	Paul Murphy	HSA		Citroen Xsara VTS	1998	102.5	100.5	101	101	11
25	Edward Jones	Bristol Pegasus		Ford Fiesta	1995	107.2	103.6	102.9	101.2	12
21	Paul Constance	Bristol Pegasus		Ford Fiesta ST	1998	107.3	101.3	102.4	101.2	13

ing to note also that the MX5's of Andrew, Pekka and Michael who compete outside our dedicated championship are also tantalisingly close as well.

The small class of A4 is worth sharing for two reasons. The first confirming Steven Adams as being well and truly in the zone himself, but also that man again Matthew Bennett who gets himself closest of all to the 82sec goal, something he has achieved in the past piloting the same car.

Class A4 - Roadgoing Series Production Cars over 2600cc					cc	P1	P2	R1	R2	Pos
30	Matthew Bennett	Bristol		Porsche 911 Turbo	3600	86.63	84.62	84.98	83.64	1
31	Steven Adams	Bristol		Subaru Impreza	1994	88.86	87.57	85.61	86.78	2
32	Gordon Hick	WSHC	WAMC	Ford Focus RS	2300	95.79	98.69	94.78	94.39	3

Things really start to hot up as we get into the Modified classes. This time it's a boosted Exige that brings the times down a bit further by edging ahead of Matt's Porsche Turbo.

What's also interesting about class C3 is that there are people at every stage of the Llandow journey from getting down as low as an 82, to being in the 80-90sec zone, breaking the 90sec barrier through to hovering around the 100sec mark:

Class C3 - Modified Series Production Cars over 1800cc					cc	P1	P2	R1	R2	Pos
62	Paul Jones	MAC		Lotus Exige	1900	85.45	83.76	83.99	82.98	1
58	Darren Duffield	Bristol Pegasus		Mini Cooper S	1598	85.95	85.88	85.86	85.82	2
61	Martyn Ferris	WSHC	WAMC/HRCR	Renault 5 GT Turbo	1397	96.61	88.61	88.8	87.6	3
60	Paul Meadows	WSHC	WAMC/SBD HSA	Renault Clio	1998	89.56	88.24	87.94	88	4
63	Garry Morgan	WSHC	WAMC	Vauxhall Chevette HSR	2600	91.42	93.45	91.57	88.71	5
56	Anthony Bailey	Maesteg	WAMC	Ford Escort Mk1	2001	96.27	95.26	95	94.81	6
59	Simon Pollock	Taunton	ASWMC	Toyota MR2 MK2	1998	103.9	100.2	98.34	103.8	7
755	Hannah Stapley-	Bristol		Datsun 240Z	3100	106.2	102.6	101.8	100.1	8
55	Stephanie Colvin	Bristol		Datsun 240Z	3100	110.1	105.3	104.8	101.7	9
57	Paul Townsend	WSHC		Seat Leon Cupra	1800	119.1	98.16	102.2	NTR	10

If C3 begins to really impress then take a look at C4 who quite incredibly mix it and even undercut some of the Single Seat boys and girls. 73secs is, I'm sure you'll agree, a cracking time with even the slowest car in class undercutting the best of the road going cars:

Class C4 - Modified Specialist Production Cars, Car Engines and Motor Cycle Engines					cc	P1	P2	R1	R2	Pos
770	Adam Phelps	HSA	SBD HSA	Westfield Megabus	1441	74.94	73.86	74.16	73.91	1
771	Chris Howard-Harris	HSA	SBD HSA	Caterham Superlight	1790	83.21	78.64	78.17	77.36	2
70	Charlotte Phelps	HSA	SBD HSA	Westfield Megabus	1441	88.99	84.94	81.81	79.44	3
72	James Robertson	Bristol Pegasus	SBD HSA	Raw Striker	998	80.17	79.37	80.66	79.86	4
71	Lynn Gilbert	HSA	SBD HSA	Caterham Superlight	1790	85.99	82.41	79.89	80.37	5

In Sports Libre and E1 Luke Trotman and Andrew Bisping both put in strong performances safely under 82secs, with Fyrth Crosse in E2 also managing to achieve an undercut:

Class D1 - Sports Libre Cars up to 1800cc					cc	P1	P2	R1	R2	Pos
77	Luke Trotman	Bristol	SBD HSA	Mallock Mk18b	1200	77.1	75.55	75.48	75.57	1
75	Tom Arnold	Bristol Pegasus	ASWMC	Spire GTR	1290	83.92	80.9	92.9	83.12	2
76	Roy Sims	Torbay	ASWMC	Singer Californian Imp	1137	92.04	87.76	88.4	88.32	3
Class E1 - Racing Cars up to 1100cc										
92	Ian Parr	Bristol Pegasus	ASWMC	Jedi Mk4	998	72.27	72.15	72.07	NTR	1
91	Andrew Bisping	Bristol	WAMC	OMS 2000M	998	FAIL	78.39	77.38	76.63	2
Class E2 - Racing Cars over 1100cc up to 1600cc										
95	Fyrth Crosse	Bristol	SBD HSA	Dempster Ensign LNF3	1598	86.6	81.05	80.69	80.79	1

Looking at the remaining single seat classes and E3 tells you all you need to know. FTD right on the benchmark 70secs:

Class E3 - Racing Cars over 1600cc up to 2000cc					cc	P1	P2	R1	R2	Pos
103	David Sims	Torbay	ASWMC	Ralt RT33/34	1996	72.81	70.77	70.79	70.02	FTD
102	Steve Miles	HSA		Van Diemen RF96mm17	1998	74.54	70.81	71.21	70.6	1
100	Gary Buckingham	Newquay		Formula Vauxhall	1998	80.86	76.33	75.71	76.56	2
800	Michael Froggett	Newquay		Formula Vauxhall	1998	80.11	78.21	77.65	FAIL	3
101	Andy Stoddart	Torbay	ASWMC	Van Diemen RF02	1997	86.37	83.04	FAIL	79.33	4

Well done also to Nick Lear in the MX5's for breaking the 90sec barrier, but will you just look how close it is in the class, plus of course the size of entry. Both impressive once again:

Class MX5 - Vincenzo & Son Bristol MX5 Challenge					cc	P1	P2	R1	R2	Pos
414	Nick Lear	Bristol	MX5 Challenge	Mazda MX5	1800	91.35	91.06	90.66	89.91	1
400	Andy Laurence	Bristol	MX5 Challenge	Mazda MX5 RS	1840	91.65	90.68	90.56	90.17	2
402	Garry Hendy	Bristol	MX5 Challenge	Mazda MX5	2000	91.31	90.62	94.89	90.59	3
406	Tom Caldecourt	Bristol	MX5 Challenge	Mazda MX5	1840	92.56	91.87	91.89	92.36	4
408	James Hurford	Bristol	MX5 Challenge	Eunos Roadster	1804	92.85	93.23	93.37	92.16	5
407	Richard Glindon	Bristol	MX5 Challenge	Mazda MX5	1839	94.62	92.77	93.85	92.6	6
415	Mike Lear	Bristol	MX5 Challenge	Mazda MX5	1800	95.26	92.98	93.34	93.41	7
403	John Roberts	Bristol	MX5 Challenge	Mazda MX5	1839	99.89	94.68	94.55	94.13	8
404	Andy Thompson	Bristol	MX5 Challenge	Mazda MX5	1840	99.79	96.21	95.65	94.93	9
413	Curtis St George	Bristol	MX5 Challenge	Mazda MX5 S VT Sport	1840	96.21	97.25	97.36	95.34	10
412	Paul St George	Bristol	MX5 Challenge	Mazda MX5 S VT Sport	1840	99.99	91.51	97.48	96.51	11
405	Phil Hawkins	Bristol	MX5 Challenge	Mazda MX5	1840	99.64	97.76	98.76	99.91	12
409	David Poplar	Bristol	MX5 Challenge	Mazda MX5	1839	107.5	104.4	102.1	104.4	13
417	David Ashurst	Bristol	MX5 Challenge/ WAMC	Mazda MX5	1839	108.6	106.6	106.8	107.9	14

Tricky little track Llandow, requiring real commitment as you begin to push on by being earlier on the throttle, and later on the brakes. This is a circuit that rewards bravery and wherever you are on your Llandow journey, there is always a little bit more that can be found. Well done to everyone in the zone or achieving a PB, and especially anyone edging towards 82secs in a road car, or below that in anything else.

Matt

2018 - Llan



Matthew Bennett - Porsche 911 (9

Shadow Sprint



1996) Turbo (Picture: Tony Smith)

2018 - Llan

All Pictures



Steven Adams

Zoë Tooth
Mark Tooth
Adrian Taylor
David Potts
Neil Peregrine-Morgan
Simon Mayo
Bob Childs
Alison Bisping
Mark Benstock
Mark & Dawn Griffiths
Andrea Bartlett
Tim Adams



Luke Trotman

Shadow Sprint

Tony Smith



Trevor McMaster

Event Secretary
Chief Marshal
Marshal
Deputy Clerk
Marshal
Chief Course Marshal
Marshal
Club Steward
Marshal
Marshals
Marshal
Marshal



Claire Tooth

Drive-By

Oh, for heaven's sake, what's the problem now?

Sorry darling, it's just that I'm stuck for a subject for my next Drive By article.

Well, we don't have much time so why don't you write about those books you've always got your head stuck in?

Now that's not a bad idea... a book review, or two...

Just to advise (warn...) you about the following items; our reviewer, Chris Dymock, is a typical 'straight speaking' Bristolian and has always lived in that city, attending his local Comprehensive School ('educated at' would be pushing the boundaries of credibility a little far...) before starting on the bottom rung in his chosen career from which he's barely moved since.

Chris lives in an older property - or 'Victorian Money Pit' as he prefers to call it - the renovation of which is second only to the building of the pyramids and certain medieval cathedrals for the award as the longest construction project in recorded history.

He shares his house with nearly two thousand books and nearly that number of car, motorbike and classic aircraft related magazines (or 'Dust Attractors' as his long suffering other half insists on calling them) - which is undoubtedly the source of his claim to an encyclopaedic knowledge far in excess of any actual ability on his part.

His partner, Lynnette, is rumoured to have the sympathy of women throughout the nation.

Oh, and Chris was an MSA Scrutineer for over a decade, has previously competed in sprints and hillclimbs and until recently was a committee member of Bristol Motor Club. He also used to fly gliders, until there was once something of an incident. Still, no-one died.

THE SCIENCE BEHIND THE SPEED

By David Tremayne and The BLOODHOUND Team

Direct from The Bloodhound SSC

For a first book review I might as well pick on something out of the ordinary, as this car is going to be just a little bit special.

This book is an easy, but surprisingly detailed, read of just what is required to design and build a 1,000mph car and is actually sub titled 'A Design Manual for the World's Fastest Car' – oooh yes.

I would hope you're already familiar with the Bloodhound SSC project but in case you haven't heard of this, frankly extraordinary, endeavour, The Bloodhound SSC is the latest British attempt at furthering the Land Speed Record - which currently stands at 763.03mph - to a positively science-fictional goal of 1,000mph! Except this is science fact, not fiction.

As the UK has held the LSR since 1983, the obvious question must be, why bother?

Well, it might surprise you to know that it's not about ego or self-aggrandizement but the promotion of STEM (Science, Technology, Engineering and Mathematics) subjects in education.

As team Principal (and former LSR holder), Richard Noble, is keen to point out, if the British education system continues unchanged, by 2020 this country will be over 500,000 (yes, more than half a million) engineers short of the number needed by UK industries for our increasingly technological world.

So, how do you promote STEM subjects with students when engineering isn't considered 'sexy'? Easy, give them an iconic engineering project with transparent data available to all – and over 7,000 schools, colleges and universities have already signed up to the project's education programme. That's right Formula 1, all the facts and figures are available, nothing hidden or secret – blimey, coronaries all round.

This book covers the massive engineering challenges of trying to design a car to travel at 1,000mph and covers such critical matters as: aerodynamics - best to avoid becoming a wingless aircraft or the world's fastest drilling machine; materials – the wheel rims will be

subjected to a staggering 50,000G at top speed; and the powertrain - which uses a Cosworth FI engine just to drive the fuel pump for a 27,000lbs thrust hybrid rocket, in addition to a Rolls-Royce Eurofighter Typhoon engine! Phew, should be adequate.

The technical details are presented in an easy to understand format for all ages and the truly wonderful full-colour photos and graphics are done justice by the very high production quality, giving the reader an immensely absorbing account of just what the team are dealing with as they get steadily nearer their goal. And enough pub-fact ammo to bore your friends witless for months!

Potentially the greatest car of all time waiting to happen; get yourself onto the team's website – www.bloodhoundssc.com - and get hold of your copy as soon as possible.

FLYWHEEL, MEMORIES OF THE OPEN ROAD

By Tom Swallow and Arthur H Pill

Webb & Bower

ISBN 0-86350-151-6

This is an absolutely fascinating book featuring the unique 'Muhlberg Motor Club', about which an additional clue is in the book's sub-title - 'Flywheel, keeps the works going round on the idle strokes'.

The Muhlberg Motor Club (MMC) was the creation of a number of like-minded individuals who found themselves 'guests' of the Germans as prisoners-of-war incarcerated in Stalag IVB located at Muhlberg-on-Elbe, some 80 miles south of Berlin during WW2.

The club rapidly increased from the original six to a membership of over 200, many of whom had never owned a private car but had learned to drive in the army, and met regularly to discuss all things automotive as well as managing to publish a monthly club magazine from May 1944 to March 1945.

Reading this book as you sit comfortably on your sofa makes the bare facts of the MMC detailed in the author's introduction even more effective, as you are made aware of the privations of POW life during the closing phase of the war in a camp designed to hold about

15,000 people, but which often held nearer 30,000, in what can only be described as squalid conditions.

Even finding a quiet spot to hold the club's gatherings was an effort in the camp due to competing with POW clubs that catered for other subjects, all of whom being absolutely essential in providing something of interest to help while away the long days of boredom for young men deprived of their freedom. The jewel of an empty hut located by one of the MMC's committee members was soon vacated after the realisation that it wasn't the floor moving toward them but millions upon millions of fleas!

This book is actually a facsimile recreation of a number of the original club magazines - a single copy of which was produced monthly and passed around the MMC membership and their friends - with the production involving some ingenuity in obtaining the absolute basics of ink, nibs and paper and 'liberating' quinine tablets from the German sick bay in order to make coloured ink, as well as using millet soup - the POW's staple diet at that time - suitably fermented to use as a glue for the magazine pages and which are still 'stuck' to this day!

The text is beautifully written and the hand drawn illustrations are simply stunning, with the articles - the details for which being largely produced from memory - covering everything from favoured pre-war marques, models, or journeys, to a spoof major car show, competitive events and a look at post-war car development and cars of the distant future, with a highly accurate hypothesis regarding the common use of forced induction to increase performance from smaller engine capacities.

This book is utterly enthralling, even if you're not of a certain age and brought up on a diet of Sunday matinee POW films such as *Escape From Colditz*, *The Great Escape* etc.

Flywheel is no longer in print so get yourself onto the interweb and track down a used copy. Highly recommended.

There we go, a couple of reviews I previously wrote for Matt's *ClassicCarsDriven.com* website and some ideas from yours truly for Fathers Day, Christmas or any upcoming Birthdays - you're welcome.

Chris Dymock

Privacy Notice - New Members

Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found at <http://bristolmc.org.uk/committee-officers/>

Collecting your information

We collect your information when you fill in a membership application form, such as the one opposite. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address). When you give us information about another person, such as an associate you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

Using your information

We use your information when you first apply to become a member of Bristol Motor Club and then to administer and renew your club membership and provide you with member benefits.

Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

Your rights

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies. You may ask us to stop using your information, and to delete it, although by law we must maintain a permanent record of members. If you ask us to do this, we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner.

BRISTOL MOTOR CLUB



APPLICATION FOR MEMBERSHIP

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

Full Member	First name
	Surname
	Email
Associate Member	First name
	Surname
	Email
Address	
Postcode	
Main phone	Alternative
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post? <i>(Tick as appropriate)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO
Full membership <i>(Tick boxes that apply)</i>	<input type="checkbox"/> £ 20.00
Associate membership	<input type="checkbox"/> £ 10.00
Additional windscreen sticker (first one is complimentary)	<input type="checkbox"/> £ 1.50
TOTAL <i>Cash, or cheque payable to BRISTOL MOTOR CLUB</i>	<input type="checkbox"/> £
How did you hear about the Bristol Motor Club?	

NOTES

CATEGORIES OF MEMBERSHIP

There are two membership categories: Full Member and Associate Member. An Associate Member must share the same address as a Full Member, and they may only request one copy of the club magazine for that address. In all other respects the two categories enjoy identical membership status.

DURATION OF MEMBERSHIP

Membership runs from the date you join until 31st December the same year, but if you join after 30th September your membership will run to the end of the following year. Thereafter, subscription renewal is payable on 1st January each year: your membership will cease if your subscription is not paid by 31st March.

PAYING ONLINE

If you wish to use online banking please go to the *Join Us!* page on the club website and apply using the online Membership Application Form.

DECLARATION

I / We, the aforementioned applicant(s), hereby:

- a) apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- b) agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the company (which can be found on the Club website www.bristolmc.org.uk);
- c) authorise you to enter my name and other information entered here in the Register of Members, which is solely used to produce mailing lists for club publications and event regulations. The information will not be passed to any third parties.
- d) agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member, and Associate if applicable)

Date

Any questions please email membership@bristolmc.org.uk

Please post the completed form with your remittance to Zoë Tooth,
49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

FOR CLUB USE

Date received

Membership No(s).



The Rotary Club
of Chipping Sodbury

23rd

CLASSIC RUN

OPEN TO PRE - 1990 CARS, MOTORCYCLES
& LIGHT COMMERCIAL VEHICLES

SUNDAY 24TH JUNE 2018

ASSEMBLY FROM 7.30AM

Start: Broad Street Chipping Sodbury
Finish (From Noon): The Ridings Playing Fields,
Wickwar Road, Chipping Sodbury
Coffee Stop: Chippenham Rugby Club
(SN14 0YZ - Off A420)

**OVER 200 VEHICLES TAKING PART.
STUNNING ROUTE THROUGH
GLOUCESTERSHIRE, WILTSHIRE & SOUTH
GLOUCESTERSHIRE COUNTRYSIDE**

*Organised by the Rotary Club Of Chipping Sodbury
supporting national and local groups,
individuals and charities*

Entry Closes 1 June 2018

TO ENTER

Telephone 01454 311712

or email rotary.classic.run@hotmail.co.uk



It's not too late to join the BMC Committee in 2018

We are still recruiting active club members to fill places on our main committee. A very special place where all important club issues are discussed and where we decide what as a club we will be doing now and in the future.

If successful in joining (confirmed at a General Meeting) you will be helping to shape the future of the club so that it continues to survive and thrive.

(Commitment involves attending up to eleven meetings each year (first Monday after each Tuesday Club Night) and typically being involved with an event).

R.S.V.P.

Matt@classiccarsdriven.com (M) 07989 601 774



Need somewhere to store your competition vehicle?

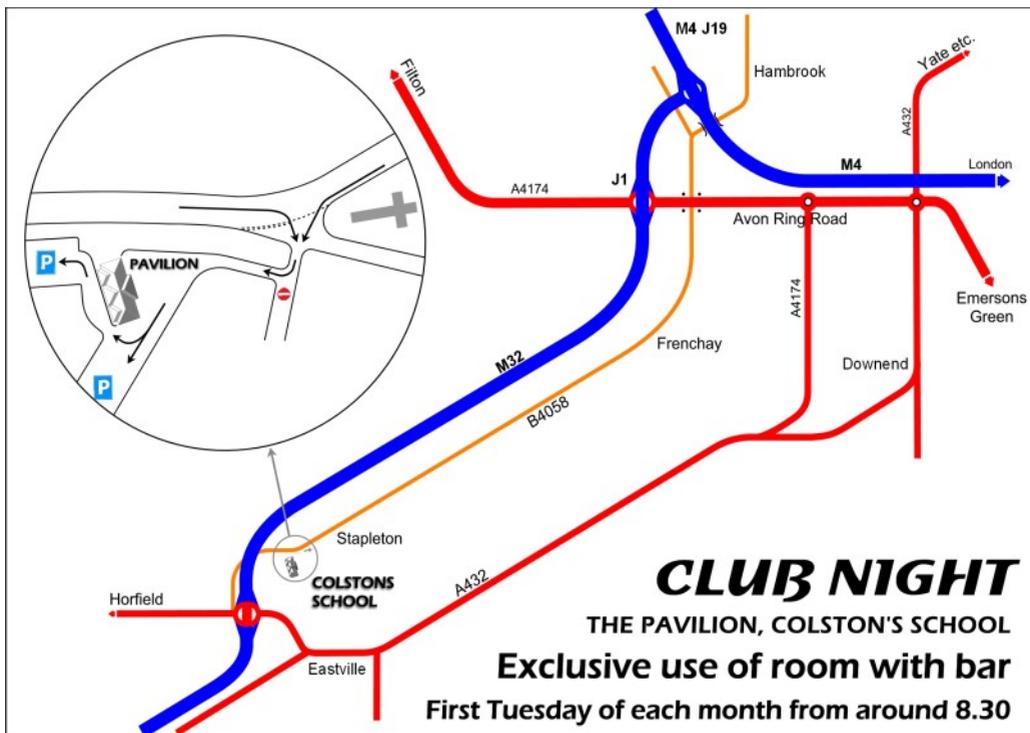
We offer a storage facility in South Gloucestershire next to the current club stores catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

2018 - Forthcoming Events

Date	Event
Tuesday 3rd July	Club Night (With BBQ)
Saturday 28th July	Dick Mayo Sprint
Sunday 29th July	Family Sports Car Day
Saturday 4th August	South Glos Show
Sunday 5th August	South Glos Show
Tuesday 7th August	Club Night
Saturday 1st September	Wiscombe
Sunday 2nd September	Wiscombe
Tuesday 4th September	Club Night
Sunday 9th September	AutoSOLO
Friday 21st September	Llandow Trackday
Tuesday 2nd October	Club Night
Friday 19th October	Autumn NavScatter
Saturday 27th October	SuperCar Saturday
Tuesday 6th November	Quiz Night
Sunday 11th November	Roy Fedden Sporting Car Trial
Sunday 25th November	Allen Classic Trial
Tuesday 4th December	General Meeting and Xmas Buffet



OFFICERS & COMMITTEE MEMBERS' EMAIL

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