

Magazine of **Bristol Motor Club**

Driving Mirror



Sept - Oct 2020



Welsh Weekend

Inside: Pembrey - Fiesta ST - Hot MX5 - **Radical** - Drive-By

Officers and Committee Members

PRESIDENT	Allen Harris..... 07970 198 718
CHAIRMAN Newsletter & Magazine Editor	Matt Nichols 07989 601 774
VICE CHAIRMAN ACTC Representative & Club Archivist	Pete Hart 0117 937 2611
TREASURER	Mark Tooth 01454 329 231
SECRETARY Quartermaster, Chief Marshal & CMSG Representative	Mark Benstock..... 01454 311712
LEGAL & COMPLIANCE	Paul Hemmings 0117 956 6045 Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP
COMPETITION SECRETARY & ASWMC Representative	Paul Parker 01275 843 478
MEMBERSHIP SECRETARY	Andy Thompson.....07834 505829 46 Arden Close, Bradley Stoke, Bristol. BS32 8AX.
RP COORDINATOR	Carlie Hart 0117 937 2611
AWARDS SECRETARY	Dave Greenslade 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
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Cover shot: Simon Rogers Caterham Hayabusa at Pembrey (Picture: Peter O'Connor Snr)



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The next Driving Mirror deadline is
Friday 4th December 2020.

Please send any words or photos you have to: Matt.Nichols1@btinternet.com

Chairman's Chat



I cannot pretend to hide my disappointment that we are unable to lay on either the Fedden Sporting or Allen Classic Trials this year. But like you I totally get it. It's not a Motorsport UK permit restriction either, its more a case of answering three key questions:

1. Should we invest the time to prepare each section when the rug could be pulled at any time.
2. Should we put two competitors, not necessarily from the same household or bubble, into the same car for a whole day.
3. Should we even be tempting, in many cases people who by definition fall into vulnerable groups, out of isolation and onto one of our events.

Probably not, no. And so we leave the 2020 competitive season earlier than normal at our Sept AutoSOLO (thanks to Nick and the team) with the MX5 and 2 Litre Cup contenders finishing theirs at a second Wiscombe weekend later on in Sept. Others have also been out at Clay, and shortly Curborough

and the Pegasus Sprint at Combe.

Congratulations go to Pekka Tulokas on his MX5 crown, and former MX5 champion David Newman on his 2 Litre Cup victory as well. Pekka ended in style at Wiscombe after hitting the bank at Sawbench and putting the shared with Michael Bartlett Challenge Mazda on its side. He walked away unscathed safe in the knowledge that no one could ever accuse him of not trying. I'm not sure anyone was btw..!

Also at the Woolbridge Wiscombe event was Andy Laurence to do some Live Streaming. With no spectators this has become increasingly more relevant in 2020. 4,000 people tuned in online, yours truly being one of them, and it was quite superb. Well done to Andy and Mike Lear and everyone else who helped, a monumental effort.

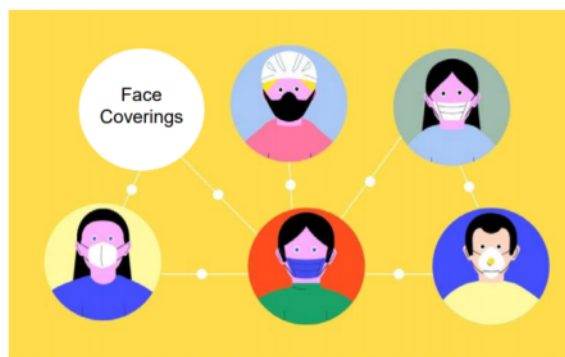
There is plenty to read this month, including an extremely Hot Mazda, first season in a Fiesta ST, more on the Radical, Pembrey, and view from the silly seat on a Targa Rally.

Matt

Motorsport UK continues to collaborate with government through the Department for Culture, Media and Sport (DCMS) and will update its guidance, accordingly.

Motorsport UK has published a series of guides, including this on Face Coverings:

Type of Face Mask/Covering



- It is **highly recommended** that **fluid resistant type IIR masks** are used in preference to face coverings.
- Face coverings **are acceptable** however they must be **clean** and **correctly fitted**.
- A **visor** is **not** an acceptable replacement for a face mask/covering.
- Face masks/coverings are for **individual** and **personal** use and should **not be shared** with others.

Guidance for wearing face masks and coverings

High density – compulsory

Lower density – compulsory unless socially distanced (*2m)

This guidance is for any person involved in any event in the defined areas and is to be read in conjunction with existing guidance.

Age: This guidance applies to anyone aged 6 years or over.

*** Enclosed areas** (including vehicles) unless occupants are from the same household. The organiser must be satisfied that they reside together.

**** Trackside** includes any person within the restricted area that includes the track.

Fixed venue (Kart)	Fixed venue (Race/Speed)	Non-fixed venue (Rally/Club Sport)
Paddock	Assembly areas	Event control
Assembly areas	Grid	Enclosed areas*
Grid	Pits & pit wall	Incident intervention
Parc fermé	Pit garages / awnings	Assembly/service areas
Awnings	Enclosed areas*	Time controls
Enclosed areas*	Incident intervention	Section and test starts
Incident intervention	Paddock / parc fermé	Marshal posts
Marshal posts	Marshal posts	
Trackside**	Trackside**	

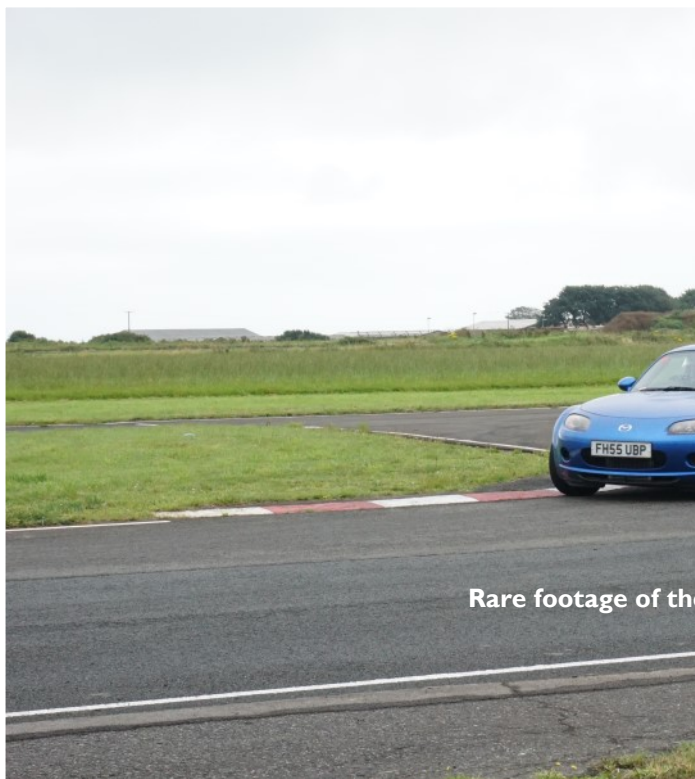
Mary Bartlett on their new hot Mazda

Our first time leaving England in the past 5 months took us across the bridge to Wales heading towards Llandow. We were driving Pekka's lockdown "project" turbo-charged Mazda MX5 (399 BHP/350 at the wheel). This was our first long(ish) distance trip in it and it proved fairly uncomfortable.

There was an unsettling warmth to the cabin, no air con (apparently it's quite heavy and "unnecessary"), a strong smell of fumes and very hard suspension meaning we arrived at Llandow looking forward to fresh air. Noise checks and human body temperature checks all passed and we were all set to start the day.

There were only 20 cars in total booked in for the track day - some Lotus-7 style cars, a Lotus Exige, a Genetta G32, BMWZ4, Mazda RX8, Fiat Panda, Impreza and more Mazda MX5s than you'd find at a hairdresser's convention.

The track opened promptly at 10am and the familiar smell of brakes filled the air. It was a bit wet and a warning came from Michael "you know that bit you usually go flat out, don't, it's slippery". Cars were a bit slow to get to



Rare footage of the

the track and the first warning of the day went to a slightly over-excited gold Mazda on the sighting laps. Once open-pit was called there was a nice steady flow of cars and a further warning after some spectacular spins

at Bus Stop.

The boys took the challenge Mazda out once each and then Pekka took the turbo Mazda out. I knew some-

brakes during lunch which revealed there was quite a bit of air in the system so there was hope the afternoon would be more successful. Lunchtime also saw a couple of cars sadly retiring for the day leaving the pits feeling even emptier compared to usual.



the 'Turbo' on track

As is customary there was a wander around the pits to inspect all the engine bays for comparison and the boys were told there was another turbo Mazda there, so off we went to investigate and compare. A riveting discussion ensued about the different positioning of all the parts of the 2L MX5 turbo vs our 1.8 MX5 turbo.

The afternoon session opened and the turbo was taken out to see how the lunchtime repairs went.

thing was wrong when he was driving a little less-enthusiastically (for him) around Bus Stop and they retired at the end of the lap as the brakes weren't working. Some chin-scratching later it was decided we would bleed the

Unfortunately there was little difference and a decision to not take it out again until some heat shielding was placed around the turbo to try to stop it boiling the brakes. While the car cooled, there was an intense con-

versation about racing lines, braking points and gears between the MX5 challenge competitors.

More drizzle came at about the same time as the afternoon too-many-faggots-and-mash lull. A few drivers were lucky enough to pick the right time to go out for the last few laps before some heavy rain came down with everyone naturally coming to a stop at 4pm.

The drive home was a little more se-date - but not much considering our brake issue! The evening garage session resulted in heat shielding placed

over the turbo and brake lines slightly adjusted and plans for cooling made in preparation for the Welsh sprint weekend.

My driver of the day at Llandow has to be Emily for her total fearlessness when driving around Bus Stop. My personal favourite car of the day was the Fiat Panda - because while it looked slow, I bet it was fun and felt fast. (More turbo tales on p28).

Mary Bartlett



Three Mazda's in hot pursuit



More rare footage. Michael at Pembrey (Picture: Peter O'Connor)



With just 30 present, the Llandow paddock offered plenty of space

Speeding out of Lockdown

Back in October of last year, having finished a fifth speed events season in my ageing, increasingly tired MGZR105, I decided it was time for a change and came up with a plan to run a Ford Fiesta ST Line.

However, in order for the plan to work I had to persuade my wife Lynn that she would be much better off with a stylish Fiesta daily driver as opposed to her Chinese MG3, which in its fetching shade of Beijing Maroon looked good in Instagram photos.

A little subtle persuasion later a decent black 2016 example of the small Ford was on sale at Nortree Motors in Melksham and after a brief test drive a deal was done and Lynn had a new car. The detail of the deal being that I could borrow it for the occasional weekend...

In March of this year I had secured my entry for the Great Western Sprint and preparation of the car was complete: yellow tape on the earth lead, Tow and Ignition on and off stickers in place and a set of nice new Michelin Pilot Sport 4s fitted and ready to go.

At that point Boris Johnson appeared on TV and informed the country we were going into lockdown, Motor-sport UK withdrew all permits, initially until the end of June, and I assumed that was that for the season.



Fiesta ST at full tilt - North Weald

Oh well, at least Lynn had her new car and missing out on a year's motor sport paled into insignificance alongside the sacrifices people made and the suffering endured by many through the worst stages of the pandemic.

Towards the end of May there was the possibility that events may be able to run under new restrictions as the Coronavirus situation eased and when Supplementary Regulations started to appear I decided to enter just about anything that turned up and that I could attend within a day's driving.



courtesy of Green Belt Motor Club.

Most Championships had been cancelled so it was just a case of enjoying what was available. First up was the Dick Mayo Sprint at Combe and it was a great feeling lining up to be the first car on track at a speed event after lockdown.

I must admit to a little anxiety as I sat

on the startline but as soon as I set off on my first practice run I realised how much I'd missed the sport and on returning to the paddock added to those feelings a sense of real gratitude to those in Bristol Motor Club who had gone to the trouble of putting on the event.

And what an event; four timed runs and all over by mid afternoon. The Fiesta was different to the ZR to drive in that you can't really chuck it in to bends like the MG, you need to be far more precise and concentrate on getting the lines just right to maintain momentum, but that means a good run feels more satisfying.

A class win on my first time with the Ford was the icing on the cake. There followed a further eleven events in ten weeks, each of which has had slightly different adaptations due to the Motorsport UK Covid Guidelines. Pretty much all entries and signing on has now moved to online only, along with the scrutineering declaration.

Actual on the day scrutineering has still taken place at some venues, although officials have not been able to

touch the car.

At Curborough for the British Motor-sport Marshals Club event you had to open all the doors, boot, bonnet and place overalls, gloves etc. on the roof of the car, at Abingdon for both the Long Course and Carnival sprints you drove the car up to the scrutineering area in your racing kit and at Shelsley Walsh there was nothing apart from a noise check.

Most Driver Briefings have been sent as attachments to emails but a couple have been carried out as Zoom meetings. Our cat Freyja joined me for one of these and promptly fell asleep on my lap for the forty five minutes the briefing took.

Needless to say I stayed fully engaged throughout, making notes where appropriate. Start procedures have also varied as well, sometimes driving up to a stick or to the edge of a marked box and other times just as previously with PPE clad marshals positioning you accurately. None of these variations have had a negative impact on the experience and I do think Motor-sport UK have managed their re-

sponse to the pandemic in an exemplary fashion with clear guidance throughout.



Shelsley Walsh (Picture: Lynn Till)

One thing all the events have had in common though is that they have been brilliantly organised in a really positive manner and I can not praise all the organisers, officials and marshals enough for granting us competitors the privilege of taking part in our chosen sport in these challenging times.

In fact, I think this has been the most enjoyable season I've had in my 38 years of competing, in many ways because I feel so lucky to have been able to experience the thrill of motorsport when so many people have been unable to lead a normal life and do the things they enjoy.

Personally there have been some real highlights: sneaking a class win at a wet Abingdon Long Course Sprint against quicker cars thanks to the excellent Traction Control on the Fiesta that allowed me to just turn in, plant the throttle and wait for the computer to decide when to give me an power.

Clay Pigeon Raceway, where driving a softly sprung standard road car the wrong way around a kart track was

good fun.

The completely bonkers figure of eight blast up and down the runway of the Second World War fighter base at North Weald which tore the edge off the tread of the nearside front Michelin.

Spectating from Wis Corner in between my runs on a beautiful Autumn day at MGCC Wiscombe and managing another class win at the Abingdon Carnival in the dry with no help from the Traction Control!

I did get a telling off at Pembrey though for driving up the wrong road back in to the paddock after practice and duly spent my fifteen minutes on the naughty step. I promise I won't do it again!

As I write I have another three events scheduled over the next few weeks, and if I can get through those okay Lynn can have her car back...!

Andrew Till

Live Streaming from Wiscombe Park

September was a hectic month. I started off heading down to Wiscombe Park Hillclimb for our 5 Clubs event. I was signed on as media for the club so I could investigate the feasibility of live streaming from the venue, but I also had a boot full of cameras to capture some video from the event.

I spent the Saturday scoping out the venue for the WiFi network I'd need to install. The camera locations would fall out of those logistics and the cables I had to hand. Luckily, some long cables had been donated to us for the Dick Mayo Sprint and I formulated a plan.

Mike Lear and I put a few cameras out on the hill and captured the afternoon's runs. A script Mike wrote pulled all the clips out of those videos ready for assembly into a film. With the best part of 1000 clips to put together, that didn't happen straight away. Budding video editors please step forwards!

The following weekend, I was back competing at the Westonzoyland Autotolo, which was also my last event.

The MOT on the RS had expired the day after Covid extensions ceased and whilst it was booked in, the mot emissions machine broke and we couldn't get one...!

The friendship of the Vincenzo and Sons Bristol MX5 Challenge showed through though and Dave scored a drive in Michael's MK3 as Pekka was away. James offered me a drive in his Mk2.5, which I duly accepted. Dave and I had a great time, finishing 1-2 in the process. Both cars felt faster than the RS.

Whilst at the event, I was responsible for the new live timing app. We had a bunch of phones for recording the times, which instantly updated online. The timekeepers loved the system and online times were a bonus. We had teething troubles with the system not calculating the scores. An email to the developer had it fixed the next day for final results.

Anyway, that left me with a fortnight before the final Wiscombe of the season and the deciding round of the Vincenzo and Sons Bristol MX5 Challenge and the Bristol Two Litre Cup. I

had to purchase some equipment and solder up a load of looms to do the extra couple of WiFi hops needed. We scavenged some battery packs, I reconfigured the software and packed the boot of the Rav.

I arrived at 2pm with Phil Oliver to setup the network. We had some issues and the topography provides some interesting challenges. Mike Lear arrived a bit later and after 5 hours of cable ties and the constant

chant of "Where's my ***? Oh, I left it in the box at the next post down..." we finally had a solid network with cameras covering the hill from start line to Sawbench.

The following morning, we arrived at 07:25 ready to roll out the batteries to power the hill and do some final tweaks to the camera positions. It was really busy work and as I left the track, the clerk instructed me to move the camera at Gate. This left us



There can be no better Motorsports venue than Wiscombe on a sunny day

with a location that really couldn't see very much and we ended up with a quick pass of the camera into Gate. The revision did result in a couple of out-takes though!

I spent the morning switching cameras for a local HD recording of the action, knowing that we'd try to stream in the afternoon. At this point, we had not got around to trying the 4G router to see if

we could get an upload. I spent the morning tweaking settings, working out a snag list and setting out a start line camera in the batch breaks, which were necessary for tweaking and comfort breaks! I managed to convince Mary to operate the cameras for a while when I realised I'd

not set the WiFi antenna and I had to take a walk up there to fix it.

At lunch time, we had lots to do. If you've ever wondered how Wiscombe manage to run 100 cars and 30 bikes 4 times up the hill and do that without a return road, the answer is an early start and a short lunch. We had 40 minutes to tweak everything, so Mike and I set to work

putting up static cameras and making adjustments needed. I then configured the stream and checked we had a good enough 4G signal. Enough for a reasonable stream, so I accounted for some overhead and set the stream going.

We had issues getting the commentary feed into the



Strategically placed camera near the start

stream, but everything else seemed to work OK. Over 1000 people tuned in during the stream and everything felt like it worked OK. During the breaks, I managed to negotiate the use of some 12v batteries that meant we could fix the camera angle problems for the following day.



Another placed at Sawbench

At the end of the day, we bundled the batteries into the timekeeper's van to charge, moved some cameras, rolled out some cable and headed to the pub to celebrate Pekka's championship win. One of the great things about the Vincenzo & Sons Bristol MX5 Challenge is the friendship between competitors. Everyone was pleased with Pekka's achievement and we celebrated together ... on separate tables #BecauseCovid #RuleOf6

Sunday was a much easier setup. I arrived at 07:00 in time to catch the sunrise. Sunrise in autumn at Wiscombe Park is just amazing. I pushed out the batteries to the camera positions and we were ready to go. I sat in my command centre switching cameras all morning and listened to the commentary

feed that had been piped in. The new camera positions were fantastic.

I should probably describe my command centre. It was the back seat of my Rav4. I pushed the front passenger seat forwards and strapped a screen to the back of the headrest. This showed me all the camera feeds and what was going out on the live stream. In the boot was a box full of cabling for the power and network-

ing.

To my right on a box was a laptop pulling in the camera feeds and both recording them and sending to Facebook. On my lap in the afternoon was a second laptop with the Facebook comments, which allowed me to overlay them on the feed. In my hands was a tablet with 20 buttons for carrying out common actions; switching cameras, adding picture-in-picture, playing archive videos, putting sponsor graphics on and muting the commentary. As you can imagine, the work rate was rather high.

During the day, a whopping 4000 people tuned in, some for seconds and some for hours. Lots of people got involved by commenting, liking the post and sharing it. It appeared to be really well received by Wiscombe, the organising club, competitors and the viewers. I received a huge list of feature requests for the future and a massive snag list. I think it's likely we'll be doing this again!

So how was this achieved? If you want the details, then read on. We had 5 locations up the hill where we placed kit. At the bottom of the hill was the only place we had mains power, so that's where I worked from. I had a CCTV camera on a long cable over the bridge to Wis corner. I could control this remotely and see either the start line or the view up through Bunnies to the gate. I didn't



RAV 4 Command Centre. This

move it much though as we only had a tiny battery to power it. I also had a big WiFi dish to connect to Gate.

At Gate, we had an antenna set up to talk to both the big dish on the bridge and the next station up. That gave us a solid 300Mbps to play with. There

was a local WiFi network there, which I used an old mobile phone to stream the pictures from the tyre barrier on the outside of the corner. This was all powered by a 12v leisure battery and a bundle of power adaptors.

At the mid-esses post, we had a long cable running half way down to Gate

battery and a mess of wires again!

At Top Esses and Sawbench, we had identical setups of a WiFi client device for networking connected directly to a CCTV camera for providing the video feeds. We put one camera on a 3D printed tripod mount on the bank and the other used a 3D printed mount to screw onto a post at Sawbench. We ran them off a 12v battery and a lithium pack.



is where the magic happened.

where a wifi dish could just about see the antenna peeking over the hedge at Gate. It was such a short hop that there was no problem getting a signal from the back of the antenna! We had a camcorder plugged into an HDMI streaming box, a local WiFi network for other devices to connect and an uplink access point for the next two hops. All powered by a 12v

Hundreds of hours of labour went in over the last 12 months to get ready for our first season of streaming our events live. Whilst most of our events were cancelled, we managed a real positive high by filming the conclusion to the Vincenzo & Sons Bristol MX5 Challenge and the inaugural

Bristol Two Litre Cup. Pekka Tulokas won for former, whilst the winner of the inaugural Vincenzo & Sons Bristol MX5 Challenge also won the inaugural Bristol Two Litre Cup with an almost perfect score. Congratulations to David Newman and Pekka Tulokas, our class of 2020...

Andy Laurence

Radically Improving

Following our success at Clay way back in March, we also reflected on the few issues we had on the day, chiefly the dead spot on the throttle and the extremely bad hot starting. This is a double whammy, as the throttle can catch you out causing a stall, then it won't restart....really not ideal.

We tipped the car back out of the trailer into my garage and with the lockdown in full flow it sat there for a couple of months, the only action being the sending away the ECU for a map tweak and new throttle sensor

to try to iron out the problem. On the plus side it's made it much better but it will need a trip to RLM over the winter to completely resolve it.

Other improvements included fitting some dive planes and carbon strips to improve the aero and a fit of fiddling of other small bits ready for the Welsh Weekend Llandow / Pembrey meeting.

Unfortunately Llandow wasn't to be but we made the journey to Pembrey on Saturday night ready to go on Sun-



When a car looks right...



...it usually means it is right (Pictures: Nigel Cole)

day. As is generally the way in Wales it started off damp so a steady run on the slicks was in order, no problems (apart from the hot starting) until we hit T2 when I noticed a knocking noise so aborted the lap for a look, where we found a front pushrod had come loose.

Simon quickly went back out to catch the last of the batch and on his launch it sounded like a bag of spanners so he also came in early. We found the chain was slack but we also had a question mark over the diff.

Chain tightened and with a slow trip round the paddock it seemed ok, so we thought best just to run T3 and just launch it, can't do any more damage hey? It launched fine and on the drying track it came alive so I pushed on to a 107.53, came back in and gave Simon a thumbs up to go for it. He came in with a 108.39 leaving us 1-2 in class, after reviewing the videos later it was clear we both had loads to find so finished the day happy.

Wiscombe Five Clubs was up next,

this was to be a battle of wills against us and our non hot starting Radical.....first drama straight out of the trailer was it decided it didn't want to charge the battery anymore. Cue some frantic checks, fortunately it was traced quickly to a connection - disaster averted.

Until I wiped the AIM dash display accidently meaning we have no info at all.....stress levels went into overdrive and we literally loaded a config good enough to get it back seconds before I got in and did my first run...what a nightmare.

After Simon's practice we put right my dashboard cock up, but it was clear the truck battery (and new heavy duty trolley) we bought along still wasn't man enough to get it going again when hot.

We fought this all weekend, our gratitude goes out to the startline marshals who were brilliant in assisting us with the problem, especially as we both stalled it on the line and had to be pushed away.

Simon drove a blinder on Saturday

afternoon to record a 39.00, much quicker than the 40.06 I posted. Keen to break the sub 40 barrier on Sunday we started strong and at T1 I posted a 39.40....brilliant! Simon had seen it so jumped in and did a 39.49.....how close.

Then the rain came so we ran up slower on T2 and abandoned the T3 runs. Still a great weekend all round, class honours shared.

Discussions after Wiscombe immediately turned to sorting the hot starting problem, the fix is to use 24 volt starting, basically a second 12v battery in the starter feed line.

Simon suggested a UK based battery company called Powerlite and after a chat with them we ordered two Li-Ion Polymer batteries, one for the main and one for the starting. These are amazing things, the box it comes in weighs more than the battery itself.

We modified the battery tray and wiring to suit including fitted a charging point so these can be topped up without removing the body. The verdict. The engine now spins up and

starts from cold completely differently so we'll see at the next one at Clay Pigeon. Looking promising though....report from there and

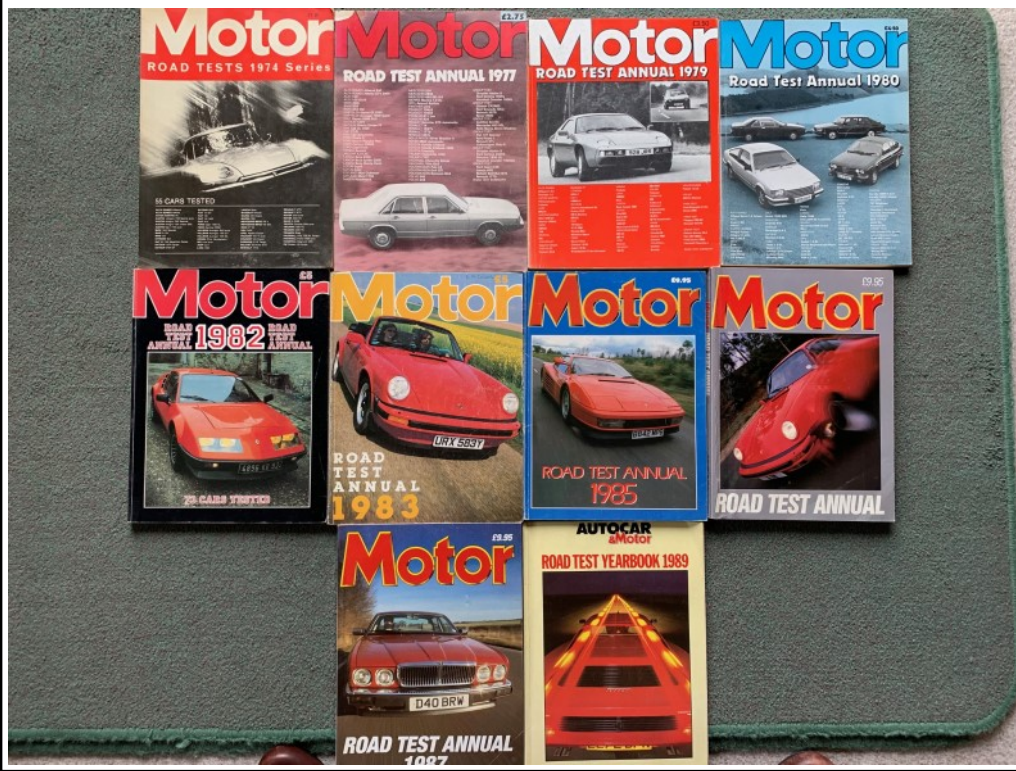
from the Pegasus Sprint in the next instalment.

Dave Greenslade

Free to Collect - Motor Road Test Annuals

Bob Childs has something he'd like to give away. Motor Road Test Annuals for 1974, 1977, 1979, 1980, 1982, 1983, 1985, 1986, 1987 & 1989.

If interested, Bob's contact details are: bob.childs4@gmail.com, (H) 01453 860 334 or (M) 07785 342 311. Bob lives near Dursley.



The Welsh Weekend that almost wasn't

September was a hectic month. I started off heading down to Wiscombe Park Hillclimb for our 5 Clubs event. I was signed on as media for the club so I could investigate the feasibility of live streaming from the venue, but I also had a boot full of cameras to capture some video from the event.

It all started in June 2019 when Claire was competing in the BARC Wales weekend sprint at Pembrey. My role involved spending a fair bit of time in the assembly area holding umbrellas and chatting to the marshals, one of whom turned out to be Richard James, Chairman of BARC Wales.

Discussions turned to Llandow, with Richard saying they were thinking of resurrecting their August Llandow meeting. I said BMC had been contemplating running another Llandow, so a plan was hatched to run a joint event.

Subsequently, after a bit of reminiscing about the Llandow/Llys-y-Fran weekends, the plan soon evolved into a Llandow/Pembrey weekend jointly run by BMC and BARC Wales, with

Paul Parker as CoC and Zoë as Secretary of the Meeting. Little did we know how stressful the whole adventure would turn out to be....!

To tell the whole story would probably fill an entire magazine, but I can cover some of the key points. A couple of months before, with events restarting in England in July, the decision was taken to press ahead thinking that the situation in Wales would soon follow. Regs were published; Llandow filled up and was oversubscribed, with a healthy number for Pembrey, helped by a massive Rally Car class.

Scroll forward to a few weeks before the event and there was still little progress on the required permissions. Motorsport UK had engaged with the Welsh Government, who were apparently content for the events to go ahead, but legalities got in the way and the required letter was not forthcoming.

However, it emerged at this point

that Local Authority permission would be sufficient for the events to run.

The final deadline was mid-day on the Thursday before the weekend. Thursday morning and despite the best efforts of Sharon at Llandow and Phil at Pembrey, still the required permissions were not available. So the decision was taken to cancel the whole weekend.

Zoë had previously written the email and it was due to go out at midday. After a conversation with Elen Worthington, it was decided to wait until 1300 so all the BARC organisers could be informed before the email went out. At 1245 a phone call from Elen, Pembrey is on - 15 minutes from being cancelled....!

We held off cancelling Llandow until 1600 as negotiations were still ongoing, but time ran out so we had no alternative but to abandon Saturday.

Competitors were offered the opportunity to have their entry swapped to Pembrey, four of whom took advantage.

So after a year's work, something was salvaged and it was off to Pembrey Saturday afternoon.

After Claire raving about Pembrey last year and the fact I needed to at least get some use out of my licence this year, I decided to enter alongside Claire.

Following a lot of overnight rain we arrived at a very wet track on Sunday morning. Already, in anticipation of the usual outcome when double driving with Claire, my book of racing driver excuses was overflowing, having never driven at Pembrey and never driven the current Elise in really wet conditions on a fast track.

After first practice I was nine seconds slower than Claire, but after that

things started to improve. Star of our class was Lewis Ward in his MR2. His first ever sprint (he wanted to try something different and had done Shelsley Walsh the previous weekend), but this MR2 circuit racer was obviously far from a novice, especially in the wet!

Going into the last timed run, with the sun now shining and a 100% dry track, I needed to find 2 seconds. I actually made up four, but Lewis also went two seconds quicker, meaning we finished 0.07 seconds apart to my detriment.

Claire was unusually off the pace, perhaps explained by the fact she was ill the next day. Her time from last year would have split Lewis and me – now that would have been close...!

Not only was the sun now shining, we were treated to an aerobatic display for around an hour or so. Apparently a regular feature at Pembrey; they fly into the adjacent aerodrome, have lunch in the café and spend the afternoon practicing!

The event ran really well with minimal



Rally car classes proved popular (Pictures: Peter O'Connor)

hold ups. The turbo charged MX5 of Pekka Tulokas and Michael Bartlett catching fire (efficiently dealt with by the marshals) and Pete Goodman's very uncharacteristic mistake meaning his lovely S3 Elise took a trip into the tyre barriers, were really the only incidents of note.

I would go as far as saying that Pembrey (and the DMS at Combe a few weeks previous for that matter) are up there amongst the very best run events I have participated in. And Claire was right; Pembrey is a brilliant track being both fast and challenging.

The rally car classes proved popular with plenty of people lining the fence to watch – those Millington engined Escorts are quite something and in the wet in the morning one was third overall...! In the end, the hot and dry conditions favoured the usual suspects; Steve Miles taking FTD in his Van Diemen from Dave Cutcliffe, with Dave Greenslade and Simon Clemow 4th and 5th in their Radical.

So overall a very successful event was grabbed from the jaws of defeat. I know just how much time Zoë put into this, there were times when Claire and I often didn't see her at all as she beavered away in her office and the days leading up to the event were simply manic.

On behalf of all the competitors a big thank you to all involved in making this happen and let's hopefully look forward to a less traumatic 2021.



Mark Tooth

More from Mary on the Tumultuous Turbo

Our second outing in the turbo-charged MX5 was also in Wales, at Pembrey this time, as part of the Welsh sprint weekend. The journey across was a bit cooler thanks to added heat wrap and a turbo blanket to try to keep the brake fluid cool. We stayed overnight at the Swansea M4 Travelodge, arriving later than planned due to some last minute “tweaks”.

An early-ish start and we continued onto Pembrey. The weather was looking a bit changeable but mostly dry. This time we would be doing the “double-double” - double driving two cars; the stock MX5

in the MX5 challenge and the turbo-charged MX5, so lots of running around the pits was expected. We parked the turbo with the other cars in the class and off I went to sign on as a marshal - my first time marshalling. I was in the pits with Alison and Paul who were luckily seasoned marshals and helped run things smoothly.

Pembrey circuit proved to be a hit with the boys, a couple of runs each both in the challenge car and the turbo and lunchtime came. It was decided that the boost in the turbo was perhaps set a little high so it was turned down to try to



Turbo-Manifold bolts worked loose to cause a fire



It was a bit of a wait but at least the sunset was beautiful

reduce the intake air temperature. Pekka's first run after lunch went well with the lowered boost and they were making good time relative to the rest of the class. A quick switch-over and it was Michael's turn to drive. I mentioned in the piece about Llandow how warm it was in the cabin on the drive there, I think Michael one-upped me by getting it really hot - so hot in fact that the car was

on fire. Luckily he was able to coast to the marshals who quickly extinguished the fire. A lot of peering into the burned engine bay revealed that the bolts holding the turbo had expanded due to lots of heat cycles and come loose forcing pressurised exhaust gases onto the valve cover melting a hole into it and releasing oil which caused the fire.



Nothing like some quick fixes..!

Unfortunately our ride home was to be in the turbo! Thanks to a lot of help (Paul and Alison, Zoe and Mark, Claire and Ryan and Golden Valley Automotive) we were able to get recovered that evening and work started immediately (at mid-night!) to assess what would be needed to get the turbo ready for the next event; a hillclimb in Wiscombe Park in 3 weeks time. A quick pressure wash to remove

the last of the powder and things weren't too bad; obviously a new valve cover, some peripheral cabling that melted but the important parts such as the engine etc all seemed ok. A shopping list was formed and lots of parts ordered. Luckily we already had some spares due to a previously crashed MX5. A few long days and nights in the garage and it was all back together looking as good as new -

this time doubling up with nord-lock washers and locking nuts, to prevent the turbo coming loose and a new heat shield to keep the engine bay cooler and prevent similar issues in future.

Everything was set for the first hill climb in the car at Wiscombe. The weather on Saturday was perfect, still, warm and dry. The turbo performed well although 1st gear proved troublesome for Pekka's aggressive driving style, especially around Sawbench and Martini. In the class there was another turbocharged MX5 so the boys had some good competition and of course there were a lot of under-the-bonnet comparisons!

The last runs on Saturday caused the newly installed heat shield mounting bolt to break. Simon Clemow came to the rescue providing a piece of metal and few bolts and tools so Pekka and Michael were able to fabricate a new support first thing on Sunday morning. Racing started nicely but a midday torrential downpour put paid to getting any faster times.

Michael's best time on Saturday was on his penultimate run, 48.82 (49.88, 48.82, 48.90) and Pekka's was 46.94 on his last

run (49.59, 47.24, 46.94). On Saturday the car was run on the same reduced boost settings from Pembrey to make sure it survived until Sunday. On Sunday the boost was turned up to "11" for the first timed runs.

The exact boost reading is unknown due to ECUtek mobile data logging limits but the boost gauge showed a 2+bar of boost all the way to the top. Michael's fastest time on the Sunday was in practise (48.06) but his best timed run was the first timed run of the day while it was still dry at 48.41 (48.41, 56.36) and Pekka's was 46.94 (46.94, 52.91). Their second runs on Sunday were in the wet and the rain was so heavy by the time of their third run they decided against running for a third time.

The boys were pretty happy with their times - although Pekka's convinced he lost a couple of seconds due to his problems with 1st gear, but luckily the car survived! A few things to tinker with over the winter and hopefully the times will be improved on our next visit to Wiscombe Park in the turbocharged MX5.

Mary

Targa - View from the passenger seat

The Hatsfield Targa is run by the Ross and District Motor Club around a farm a short drive north of Ross on Wye. The event consisted of 6 tests (3 courses with two attempts at each).

During the summer Ollie approached me and asked if I would be interested in navigating for him in a Targa Rally. Having never done anything like this before I nervously said yes. The entries opened and Ollie was thankfully prepared as the event was at its 50 car entry capacity within an hour! Ollie found a Ford Puma for the event and we ended up in one of the Clubman novice classes.

Our preparation for the event was limited. My preparation for the event consisted of buying a map board and a small amount of internet research into what I had volunteered for. Ollie had fixed the radio that wasn't working when he got the car!

On the day of the event we arrived to a damp September morning. I went

to get the Road book and our final instructions while Ollie unloaded the tools from the car.

The other competitors were discuss-



Wearing face masks inside the car added

ing the route and marking up their maps. In an attempted to look like I knew what I was doing I highlighted the passage controls and watched the other crews setting up. Some teams

had arrived with what looked like fully prepared 2WD rally cars that made our little Puma look a bit basic.

Test 1 didn't go that well with both of us learning to communicate (with face mask silencers fitted!), me learning to



to the challenge (Picture: Isaac Martin)

navigate and Ollie trying the negotiate road tyres on wet grass. We picked up a couple of penalties but made it round in one piece.

On the second go we did a lot better with the fields drying out and easier navigation as we covered the same course for the second time. I appreciated Ollie's memory while I continued to learn to navigate. The Puma was taking the bashing well with only a small piece of trim making a bid for freedom that we properly removed during the break between tests.

By test 3 Ollie had gained more confidence in the car and it was my navigation that let us down. It is amazing how quickly left and right can become difficult to remember when you're under pressure.

Having failed to remember to swap left and right over when coming down the map I made an error and send us off in the wrong direction across a field. Thankfully, we didn't go too far or pick up a penalty, but time was lost.

Test 4 went a lot better and Ollie was definitely testing the car and the avail-



Stage 4 and things were beginning to gel (Picture: Isaac Martin)

able grip. At one point I thought we were going to arrive at a passage control backwards, but with a quick shunt we were back on track. We also found a few big holes in the fields and the poor Puma took some big knocks, but hung together. By the end of stage 4 we were starting to work as a team and the whole process was feeling a lot more together.

The rough ground was starting to take its toll on the competitors with broken engine mounts, a missing

wheel and broken suspension being seed around the paddock.

Tests 5 and 6 were much longer than the earlier tests with some of the course being covered twice. Test 5 was my best go yet at navigating as we dealt with cars catching us and being caught due to more cars being active at the same time.

The timing information wasn't that easy to get hold of with the COVID

restrictions, but it looked like we were improving and moving forward through the field. It also now felt quick.

Test 6 was the last go of the day and we went faster still with another clean run.

All in all we had a great day, eventually finishing 2nd in class, 9th in club-

man's and 17th overall.

I would like to thank Ross and District Motor Club for running a great event in difficult pandemic conditions.

I would like to thank Ollie for the opportunity to have a go at navigating and to apologise to the pheasant that is probably now having nightmares in the shape of a Ford Puma.

John Hollins



Puma took the punishment well (Picture: Paul Downes)

Drive-By

“Very nice darling”

The deed is done. I’ve got my teeth around the projectile, so to speak, and opted out of having a company car, instead taking a monthly allowance and now owning a private car again.

Why make the change, I hear literally no one ask? So that I no longer have to make a much begrudged, considerable additional monthly contribution to Her-Majesty’s-Office-of-Legalised-Theft (aka: ‘The Tax Man’) just for the ‘privilege’ of having a company car for my daily commute and a nominal bit of private mileage.

Using CDMM (Chris Dymock Man Maths – never knowingly accurate. Ever.), if I remained in my present house in Bristol, the numbers would appear to indicate an annual saving in the order of £3k or so. A not inconsiderable sum then, and which should now remain in my wallet for my use and not being squandered on half-arsed government schemes which, without exception, seem to be fortunate if the final project is only twice the originally estimated cost

(p**s poor calculation or how you fund top secret black ops projects? Discuss.)

As I may have mentioned in a previous Drive By article, or several..., this means I’ve spent the past few months deciding whether to source a new car on a lease plan or the outright purchase of a ‘pre-loved’ vehicle and, as I determined a used car potentially offered a greater saving and a wider selection of possible choices for the money,

I ended up perusing the used-car classifieds until my eyes felt like they’d had a light sanding with 60 grit paper and my brain turned to mush with countless hours spent running the numbers on my trusty abacus.

Adding to my brain befuddling processing was the fact that having recently sold Lynnette’s house we were back on track with our plan to move out of Bristol and which would inevitably increase my commuting costs, offset against which is the new agreement with my company to work from home for a couple of days a week, phew.

Anyhow, after suffering only a little light-dribbling level of insanity before making my final decision, a couple of phone calls and a test drive later and I'd got my new car.

And what an epic choice! Oh yes, read it and weep fellow club members: a power level normally associated with something having AMG stamped into the cam covers and blessed with a turbo or two, luxury that wouldn't shame a Bentley or Rolls-Royce and a chassis that'll worry a Lotus Elise down any B-road, my new car has literally uhm, er, well, none of those attributes, actually...

Nope, not even remotely close. Couldn't be further from it if I tried. Alright, alright, I'm getting there, it's just not easy breaking this news to a collection of petrolheads, and probably not unlike standing up in a room full of strangers and stating your name before admitting your own particular lifestyle faux pas of choice.

Deep breath; 'my name is Chris, and I own... a Vauxhall Vectra' There, I've said it. Oh the shame...

Yep, a 2008 Vauxhall Vectra, and unfortunately the truth doesn't improve with the details, oh God, no. It's not even a V6 VXR version to add a modicum of interest. Mine's a silver SRI model hatchback (Vauxhall insists the colour is silver, it's actually a very odd shade of grey) with a 1.9 litre 4-pot. And diesel. With an automatic gearbox. 0 to 60? Yes. It hasn't even got leather seats, although that's met with Lynnette's blessing as she's not a fan of using peeled cows as a furniture covering.

If you're still reading this (and either thank you for your sympathy or I at least understand your slightly morbid fascination with such a purchase), in an attempt at some level of mitigation, the car is a really tidy, one previous owner, full service history vehicle with just 28,000 miles on the clock and I had a new cambelt and water pump fitted as part of the deal. We shook hands (metaphorically – Covid-19 and all that) on just over half of the six grand budget I had set myself.

Having let my head rule my heart for a change, at least the Vectra is turning out to be exactly what I anticipated, in that it's cheap to insure, actually quite a decent drive if a little dull, and sips liquid dinosaur at a decently parsimonious near-fifty to the gallon

(70mph on the motorway equates to just 1500rpm, about 250rpm less than my previous Mazda Six twin-turbo diesel for the same speed). The Vectra's probably best summed up by Lynnette's comment when she first saw it and is the opening line of this article. Oh dear.

What are the downsides? Really? It's a bl**dy Vectra! Oh, and if you ever needed something to demonstrate the true meaning of turbo lag, then try an older small capacity turbo-diesel hooked up to an autobox – spot the gap on a busy roundabout and go for it... I said go for it... Go... Oh Christ, that was close, sorry mate. Won't be trying that again...

So what drove my somewhat lacklustre final decision? Well, as I've previously stated, our plan was to be moving house sometime in the near future as soon as we'd found a property that matched all of Lynnette's requirements, namely, a substantial Georgian mansion located in private grounds of about an acre or so, and all for about £500k or less

(decrepit ancestral piles located in remotest rural Scotland appeared to offer the only possible option of ever finding that particular unicorn...), and I slashed my original budget for a car



Meet KK57 KNL. It's a

just in case our preferred new house was at the limit of our funds and we might need to maximise our available resources.

Mind you, a few months ago when I was originally toying with the idea of opting out of having a company car, I probably didn't do myself any favours by suggesting that perhaps we were

And, uhm, maybe order a new McLaren. Or a new Aston. I've now accepted that Lynnette immediately striking swifter than a greased Ninja on a mission, coupled with

surprisingly expansive use of Anglo Saxon language and a truly shocking level of physical violence, as a probable unwillingness on her part to consider what I still believe to be a bit of a blinding idea.

However, if you thought things couldn't get any worse about owning a Vauxhall Vectra, the bad news isn't over yet by a long shot, ooh no...

I was looking through the documentation to see if the registration might help me cobble together a nickname for my new chariot of choice and you may remember some of my previous delights: 'The

Flying Turd', 'The DymlyUberPanzerwagon' and, of course, 'Tiddles' the Jag S-Type and 'Flo' the Jag X-Type, but there's not too much you can do with KK 57 KNL (Kennel Klub Kar - bit of a registered dog, maybe?).



Vauxhall Vectra. Nuff said.

being a bit ambitious with our housing requirements and that we could instead purchase a perfectly practical 2-bed park home and use the considerable amount of cash reserves to build a really secure garage.

See where this is going? When you live in a city that recently hit the global news when some of its citizens pulled down a statue commemorating a known slave trader (disappointing that Bristol City Council didn't do this anytime in the past and a very much missed opportunity to lead the city into the 21st century), it might not be seen to be the wisest of ideas to be driving around in a car with KKK on the registration plate, just a thought...

Probably time for a private reg plate then and to get the hell out of Dodge, and if you've been moderately observant you may have noticed that I've been referring to our house hunting in the past tense.

Yep, we've finally found our next house, the paperwork is underway and providing it all goes okay, my new daily commute at some time in our near future will be around sixty five miles. In each direction. Thankfully for only three days a week.

Our dream home turned out to be located in Yeovil, which is actually a cracking little town with some truly lovely surrounding areas. National Trust Montacute House is just fifteen minutes from the house, Yeovilton Royal Naval Air Station with its

wonderful museum and annual air show just a fraction farther and the Haynes International Motor Museum at Sparkford is within half an hour.

You see, unicorns do exist (sort of) if you trim some of the requirements you've set and accept a little compromise, in this case regarding the need for a plot of land large enough to accommodate the building of a new regional airport (not my idea, Lynnette's the gardener...) and a little farther away than we were first considering.

The property though, met with Lynnette's full approval – a substantial Grade 2 listed, detached Georgian house with seventeen rooms, large gardens, parking for half a dozen cars, a double garage/workshop and all usefully under budget. Job done.

Once we're in there'll be no failing to recognise which property is ours. It'll be the grand house with a shonky Fiesta and an ancient Vauxhall Vectra with a really naff private plate parked outside. And, as it turned out, I could have spent considerably more on a car, bugger.

Chris Dymock



Did anyone mention 'Targa'. What's not to like? (Pictures: John Hollins).



The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club" and "Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section contains two input fields: "Username" and "Password". The "Username" field has a red border and a red error message: "You must enter a username". Below it is a link: "Forgotten your username/password?". The "Password" field also has a red border and a red error message: "You must enter a password". Below it is a link: "Have a password reset token?". There is a blue "Sign In" button and a link: "Problems logging on?". To the right of the sign-in fields, there is a section titled "Not a member yet?" with a green "Register here" button. Below the sign-in section, there is a note: "Note by signing in, you agree to our Terms & Conditions." At the bottom of the page, there is a copyright notice: "Copyright © 2019 Simmetrix Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software for Clubs Management Version 9.12.15.1471-001-0A08".

Joining BMC couldn't be simpler, just visit our dedicated membership and event entry website: <https://my.bristolmc.org.uk/> and follow these steps:

To Join BMC*:

- 1) Visit <https://my.bristolmc.org.uk/>
- 2) Choose the Sign-In Option
- 3) Select Register Here
- 4) Complete the Registration Process
- 5) Go To Subscriptions
- 6) Accept Our Offer of Membership
- 7) Pay using a Debit/ Credit Card

NOTES:

*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association). Anyone under 18 years of age will need to download our U18 Application form and include Parental Consent.

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - www.bristolmc.org.uk/reference. If you agree please tick box ☐

Full Member	First name	Surname	
	Email		
Associate member	First name	Surname	
	Email		
Address			
Postcode			
Main phone		Alternative	
Have you previously been a member of Bristol Motor Club?	YES / NO	Membership No(s)	
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post? <small>(Delete as appropriate)</small>			YES / NO
Full membership	tick boxes that apply y)		£ 20.00
Associate membership (see www.bristolmc.org.uk/join-us for membership categories)			£ 10.00
Additional windscreen sticker (first one is complimentary)			£ 1.50
DEDUCT REWARD POINTS £1 each (NOT applicable to NEW club members)			
TOTAL cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD			£

DECLARATION

I / We, the above-named applicant(s), hereby:

- 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;
- 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/reference;
- 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

For further information email ajthompson73@virginmedia.com

Please post the completed form with your payment to: Andy Thompson, 46 Arden Close, Bradley Stoke, BRISTOL BS32 8AX.

FOR CLUB USE	Date received	Membership No(s).
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Privacy Notice

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.

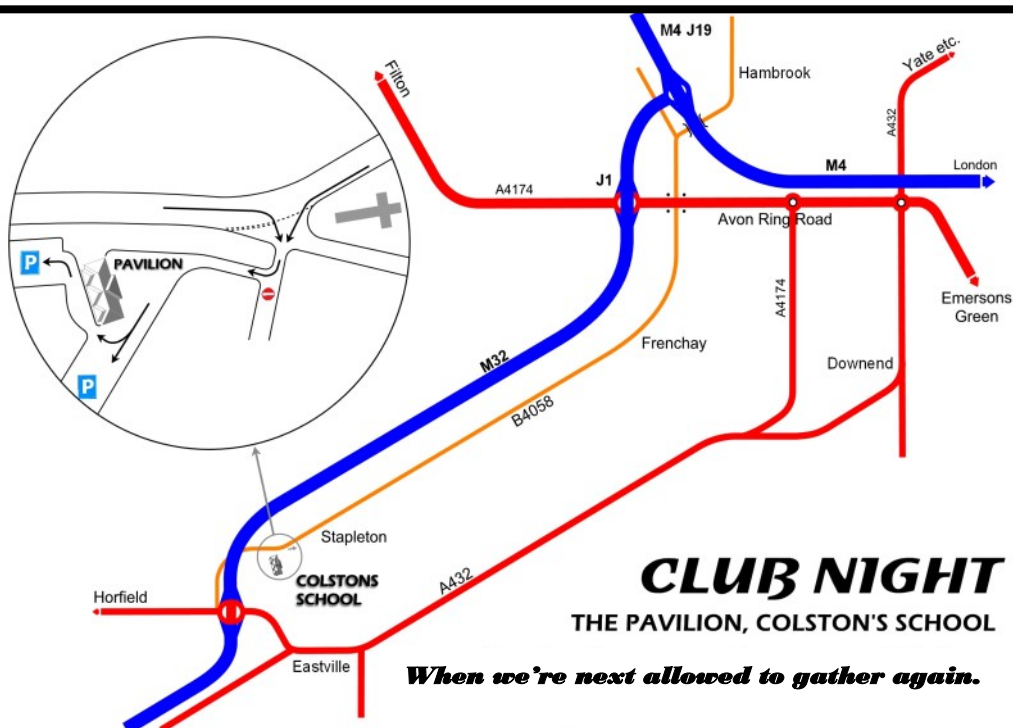
Security for your information

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.



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.

BMC 2020 Events Calendar

Date	Event	Status
Tuesday 7th January	Club Night	Ran
Friday 17th January	Family Karting (Avonmouth)	Ran
Friday 24th January	Winter Navscatter	Ran
Tuesday 4th February	Awards Night	Ran
Tuesday 3rd March	Club Night	Ran
Saturday 21st March	Great Western Sprint	Cancelled
Tuesday 7th April	Club Night	Cancelled
Friday 24th April	Llandow Track Day	NOW 7th 6th AUG..!
Tuesday 5th May	Annual General Meeting and Buffet	NOW 1st DEC*
Sunday 10th May	Westonzoyland AutoSOLO	Cancelled
Saturday 16th May	Llandow Sprint	Cancelled
Tuesday 2nd June	Club Night	Cancelled
Tuesday 7th July	Club Night	Cancelled
Saturday 18th July	Dick Mayo Sprint	Ran
Sunday 19th July	Classic and Performance Parade	Cancelled
Tuesday 4th August	Club Night & BBQ	Cancelled
Thursday 6th August	Llandow Track Day	Ran
Saturday 15th August	Llandow Sprint	Cancelled
Sunday 16th August	Pembrey Sprint	Ran
Tuesday 1st September	Club Night	Cancelled
Saturday 5th September	Wiscombe Hillclimb	Ran
Sunday 6th September	Wiscombe Hillclimb	Ran
Sunday 13th September	Westonzoyland AutoSOLO	Ran
Tuesday 6th October	Club Night	Cancelled
Friday 23rd October	Autumn NavScatter	Cancelled
Saturday 31st October	SuperCar Saturday	Cancelled
Tuesday 3rd November	Quiz Night	Cancelled
Sunday 8th November	Roy Fedden Sporting Car Trial	Cancelled
Sunday 29th November	Allen Classic Trial	Cancelled
Tuesday 1st December	AGM and Xmas Buffet	Will be via eMail

Our events have been subject to Government and Motorsport UK guidance regarding COVID-19