

Magazine of Bristol Motor Club

# Driving Mirror



May - June 2021



## Rolling road anxiety

Inside: Pembrey - Perranporth - Goodwood - Donington

# 2021 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
COMPETITION SECRETARY Social Media & Webmaster	Andy Laurence ..... 07825 953 858
MEMBERSHIP SECRETARY	Andy Thompson.....07834 505829 membership@bristolmc.org.uk
RP COORDINATOR	Carlie Hart ..... 0117 937 2611
AWARDS SECRETARY	Dave Greenslade ..... 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
MYCLUBHOUSE ADMIN	Andrew O'Malley
PRESS & PUBLICITY SOCIAL SECRETARY COORDINATOR COMMITTEE	Vacant Post  Mary Bartlett Chris Buckley Ady Taylor Paul Sunshine Mike Cole Simon Clemow Claire Tooth Paul Parker Nick Rainbow



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The next Driving Mirror deadline is  
Friday 20th August 2021.

Please send any words or photos you have to: [Matt.Nichols1@btinternet.com](mailto:Matt.Nichols1@btinternet.com)

# Chairman's Chat



**A**s Covid restrictions continue to allow motorsport to take place we are experiencing more of other club's events. The better news though is we are just about to experience some of our own.

On Saturday 10th July we venture west into Wales for our annual Llandow Sprint jointly organised with Bristol Pegasus. Also, and top advice here, with no BMC track day this year if you want to test beforehand please just ring the circuit directly and see what availability they have mid-week. They are open every day, extremely flexible, and just require you to sign on with your MUK Comp Licence.

The following weekend and we have a double-header at Castle Combe. On the Saturday is our Dick Mayo Sprint and on the Sunday, our Classic and Performance Parade. Worth noting that with no spectators allowed the only way to gain access on the Sunday is to either enter or volunteer to help out.

The fun doesn't stop there either because in August we venture West once more, this time beyond the end of the M4 all the way across to Pembrey Circuit for a

double-header. This just a few weeks before our regular Five Clubs Wiscombe Hillclimb. Yes ladies and gentleman, it's a late start to our season for sure, but it is just about to get underway.

Last month I explained we were once again on the hunt for a new AutoSOLO venue after Westonzoyland appears temporarily at least to have been re-purposed. There is some news on this front and although I can't say too much yet, we are in advanced talks with a venue for our September AutoSOLO. More news as soon as the time is right to share.

One thing I can share is that we've just booked Chris Dawes to commentate over our live stream at the Dick Mayo Sprint. Chris covers events across the UK and Europe but loves his home circuit, Castle Combe. Welcome on board Chris.

In the magazine this month Simon Clemow shares how the 2021 season in the Radical continues to unfold, Andrew Till remembers Goodwood in the 1980s, Paul Harvey and David Ashurst report on BARC Wales Pembrey, I get rolling road anxiety, we celebrate Fathers Day and Chris Dymock buys his fiancée (another) Ford Fiesta.

*Matt*

Catch up with all the news and current thinking in the latest copy of Revolution:

[motorsportuk.org/revolution-magazine/](https://motorsportuk.org/revolution-magazine/)



**Revolution** June 2021

The official magazine of  motorsport uk

**GET ON TRACK**  
OFF-THE-SHELF RACING FOR ALL BUDGETS

**+ BRAND NEW FEATURES**

<b>FEATURE:</b> LIFING: A GUIDE TO SAFE AND COST- EFFECTIVE RACING	<b>INSIGHT:</b> GWYNDAF EVANS' MOTORSPORT MOMENT	<b>DISCOVER:</b> SIX AMAZING WAYS TO GET INVOLVED IN MOTORSPORT
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**PLUS CLUB CORNER • WHAT'S ON • RESULTS**



## Radical Season 2 Episode 2

**A**fter Wiscombe we had a bit of break until our next meeting, which was the double header at Pembrey run by BARC Wales. There was a bit of uncertainty as to whether it would be allowed to run due to the Covid rules in Wales, with the preceding event at Anglesey cancelled.

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*header at Pembrey run by BARC Wales. There was a bit of uncertainty as to whether it would be allowed to run due to the Covid rules in Wales, with the preceding event at Anglesey cancelled. The circuit owners and BARC Wales did a great job of splitting into separate areas to comply with the Welsh Covid rules allowing it to run.*

*Before the event, what was supposed to be a short evening of checking the car over and changing the gearing highlighted that we had a badly stretched chain, which really needed replacing. At the time we thought this was reasonable as it had done a season on that chain, little were we to know what this was the beginning of! A quick call to B&C Express the next day and we had a new DID ZVM chain ready to fit which we duly did, with no dramas.*



**Not apparent at the time but tyre graining was about to become an issue.**



We arrived on the Friday evening, after a pretty awful, traffic filled, journey. Our new regime of taking my van and Dave's Serena giving us both somewhere dry and comfortable(ish) to sleep, left us enough time to walk the track, have a couple of beers and discuss a game plan.

Saturday was the 'old' course, which doesn't use the new complex by the café, this was the one that we had done last year in the Radical so had some idea of times. We both managed a 108 last year. We started practice with a 108.54 for Dave and a 108.91 so were happy that we were on pace. The first timed run didn't go so well, however, with Dave going slightly slower and me overshooting a corner and dropping a large chunk of time.

T2 saw us back in action with Dave throwing in an awesome 104.51 and myself a 105.63 beating our PB's by 4 and 3 seconds respectively. This left T3 for me to try and answer Dave, unfortunately I didn't get there with a 105.37, strike 1 to Dave. A great day, with a

big chunk off our PB's and proving the car was working well. We ended up 1st and 2nd in class by 4 seconds and 10th and 13th overall, which we were happy with at a British Sprint round.

Sunday was the 'new' course, so after walking it in the morning we set off for practice, we were hoping to be about 5 seconds slower due to the slower course but it was immediately clear that it was going to be more than that with a 117 and 115 as practice times. T1 was looking quite close with Dave putting in a 115.23 and myself a 115.98, however in T2 Dave threw in a blinder with a 113.70.

I couldn't get anywhere near it with a slower run than my T1. We didn't really consider it at the time, but looking at the tyres they were really starting to grain up, which we had never had before.

We cleaned them up and went out for T3, but found even though the car felt like it was



**Perranporth Airfield proved to be the polar opposite of Pembrey. Bumpy too.**

*on the edge and going quickly we couldn't get close to the earlier times with Dave doing a 117.72 and myself a 114.98. A final T4 run left us going further backwards with a 115.8 and 116.3. We were feeling a bit despondent at getting slower all day.*

*After a bit of video analysis we realised that although the car felt like it was still on edge and going quickly we were carrying about 5-8mph less in most parts of the circuit.*

*The day was hot with a 25deg air temperature, and a combination of this, double driving the car and Pembrey being a fast and abrasive track, led us to realise, and confirm later with the supplier that the tyres were overheating and working outside of their operating window. Still, we ended up with another 1st and 2nd in class and 10th and*

*11th overall, another good result. Strike 2 for Dave.*

*Our next event was two weeks later at Perranporth Airfield, with a completely different style of course, from the very fast and open Pembrey, to a much shorter and tighter auto-solo style course.*

*The only preparation needed was to change the gearing back to the larger rear sprocket, so we decided to put together another set of wheels from our selection of centres and bands. Should be a short evening shouldn't it?*

*We discovered that the new chain had stretched again, with a tight section and a very slack section. Unfortunately, we didn't*



have time to do anything about it so just had to adjust it to the best it could be. The evening wasn't going well, and didn't get much better as we realised the wide variety of centres and bands we have for the wheels, leaving us a myriad of different options would take a lot longer than that.

Walking Perranporth on the Friday evening we realised that it was fairly bumpy in some parts of the track and marked with tyres, we had reservations about running the Radical there. Unfortunately, this turned out to be the case. I did my first practice with no drama, however when Dave went out, he came back over the finish line losing drive.

We investigated this and found that we had snapped the chain, and damaged a selector casing on the gearbox in the process. We think this was a mixture of the already stretched chain and bumpy circuit putting it under a lot more load, but with a hole letting out oil we couldn't do anything about it at the circuit. This put us out of the weekend .... or did it? Whose bright idea was it to head home and pick up another car?, oh yes that was me.

After an 8 hour round trip to drop the Radical off and return with my MX5, we were set for Sunday. The trip left us plenty of time to question our sanity over that decision, unfortunately with no good answers.

As we expected, the track was far better suited to production and rally classes, with them not noticing the bumpy tarmac and tight circuit. We had a great day competing in the sunshine, Dave using his finely honed Autosolo technique to great effect. He managed to put the MX5 in 5th place out of 20 with a 74.32 against much more powerful machinery. A great drive in a challenge MX5 on road tyres! I couldn't get close to him only managing a 76.39. Well done mate, an awesome drive.

This leaves us with the Radical to sort out in time for Llandow. It's clear that we have issues with the chain, probably the heavier car, reasonable grunt, sticky tyres and being double driven are more than they are capable of. If you compare it to a Radical that's raced by one person, the number of starts we put the car through in a day is about the same as 6-8 races. We are just using it in a different way.

We have a couple of ideas to try and resolve this, firstly moving to an EK drag chain, which although don't have o-rings so are more susceptible to dirt ingress are supposed to be a bit stronger. If this doesn't work we may need to look at more radical changes (excuse the pun), such as running a duplex chain.

Anyway, that's racing cars I guess. Hopefully see you all at Llandow and Castle Combe.

*Simon Clemow*

# Goodwood 1987

**I**n response to the request for material in the latest **Driving Mirror** I wondered if the attached scanned photos would be of interest. They show a sprint at **Goodwood** in **1987**.

I came across them while sorting out the garage the other day and thought the point of interest is the massive contrast with how the circuit looked in April 1987 and how it looks now, revitalised and recreated for the Revival and Members Meetings. I was running my Fiat X1/9 at

the sprint and don't remember much about it or who the other cars were driven by.

*Andrew Till*



**Goodwood then....**



...and now (Picture: Jeff Benstock)

## Goodwood 1987 cont'd









# Pembrey. One Sprint. Two perspectives

**7** 2hours before the event things went down hill rapidly. Car was ready so took it for a quick spin. 15 minutes later parked up at the side of the road with half a sump left on the engine, and my highly expensive oil covering the car behind.

Long story short. A less damaged sump was found at the back of the garage and quickly bolted on with lots of JB weld . But it still leaked. But we were going to the event.

Saturday was over cast and drizzly after the 1st timed run things were going well

with 3rd best time. Class regs were a bit slack to say the least at Pembrey which saw a few cars in the class running illegal tyres etc. But we all had a great time and it didn't really matter. A pb time was gained by me so went home happy.

Returned on Sunday for day 2 and a slightly different course. A third of the field was missing so we all got 3 timed runs in before 2pm. Which gave us a 4th run at the end of the day. Which everyone was pleased with.

Sunday flew by, finished 5th in class, but a great weekend was had by all. Home now fitting a new sump.

*Paul Harvey*



**Westfield looking good. Paul left the weekend happy.**



Just in case you thought 'half a sump' was an exaggeration

**I**'s been 15 months since the start of the Covid 19 pandemic and during the last 20 months I've managed to attend just 3 sprints and two track days the last of which was my first event of the season, The Pembrey Summer Sprint Weekend.

The weather forecast for the weekend looked promising but on the few times that I have competed at Pembrey there has on each occasion been a wet spell at some time during the meeting and this weekend was no different.

As it happens the only run that was affected by the rain was the first timed run

on the Saturday morning.

The competition for David Ashurst driving his Fiat Punto in class 1A consisted of a 1500 Triumph Spitfire and a 700 Turbo charged Smart Roadster. Unfortunately the Smart blew a Turbo seal on just his second timed run and that was it for the weekend.

David took the Class award on the Saturday and the Spitfire took the honours on the Sunday. (I really must remember to turn the AirCon OFF in future).

Pekka Tulokas appeared to have a mixed weekend after gaining a seventh place in a

class of sixteen cars after completing just one run on Saturday and ninth place after all four timed runs on Sunday.

Trevor McMaster appeared to have had a troubled weekend as well in his Ginetta, getting a sixth and seventh in class respectively. That after only registering one timed run on Sunday.

Dave Greenslade and Simon Clemow were again battling hard against each other in their jointly entered Radical SR1. With Dave just having the edge by getting first and Simon trailing by a fraction to second place on both days.

A tremendous result rewarded both drivers in the overall classification with Dave tenth and Simon thirteenth on Saturday

and Dave tenth and Simon eleventh on Sunday.

Graham Blackwell in his Mygale single seater being among the top ten runners had a very successful weekend as well gaining second in class on both days and sixth and fourth overall on Saturday and Sunday.

BARC Wales organised a great event which was generally well received by all competitors, even with the enforced Covid 19 restrictions in operation. I

'm already looking forward to my next event at Llandow.

*David Ashurst*



**Greenslade and Clemow Radical ran well at Pembrey on both days.**

# Fathers and sons on Fathers Day

**Happy Father's Day Simon Clemow love Joe and Tom**



***“...because Dad is sprinting in Cornwall on Fathers Day...”***





**Matt and Chris Parr**





**I don't know about you but if you've ever put an older car on a rolling road it can provide a combination of abject fear and at the same time extremely positive anticipation.**

I'm focussing on older car anxiety after a recent trip to Circuit Motorsport adjacent to Castle Combe Circuit. I'd just rebuilt the top end of my 1977 TVR 3000M's Essex V6 after a head gasket failed last year. This was a new to 2019 engine and so the failure came as a complete surprise on 'my best lap' of an HSCC Silverstone quali in October.

The anxiety was mainly to do with the fact that after encouragement from a fellow BMC member that 'half the fun was doing it yourself' I'd lifted the heads, draw filed both sides of the block, fitted new gaskets and re-assembled everything myself. So, whatever happened next was largely down to me.

By comparison the car in the queue behind had just been driven from Northampton by two brothers, a five pot Focus RS with a remap. They wanted 400bhp. All I wanted was the pistons from both sides to not hit the roof at precisely 60 degrees.

They didn't. In fact the Essex V6 made a decent 210bhp with its single carb and standard exhaust manifolds. The conclusion being it's strong enough, not detonating, running slightly rich (as it should) and so basically change nothing.

Result. The Focus on the other hand produced 348bhp leaving the owner slightly unhappy. Also as an observer on both runs the power couldn't be delivered more differently.

The TVR's classic but tuned N/A Essex V6 relied 100% on it's rally spec cam with power being produced progressively and smoothly from 3,000rpm to 6,500rpm.

The turbo charged Focus on the other hand just went in hard from the off squatting down at the rear with extreme force before flames appeared out the exhaust following the final top end lift.

I left them to it at that point, happy with my 210bhp and all the pistons on the inside. But it does make you realise the distinction between old and new. There was a lot of effort made to lift the old Essex from 138 to 210bhp. And yet that Focus went from 300 to a 'disappointing' 348 with just a Stage 1 remap. It sounded nice too. I wonder if they did see 400bhp?

*Matt Nichols*

# Donington Park

**F**ollowing the rolling road session and successful half day testing at Llandow two days later, it was off to the races with only one plan, to make it through quali' and onto the grid. I did.

In October last year following a Covid affected season I made it out just once to Silverstone for the final HSCC event of the year, aptly named Finals Day.

It lasted 4.75 laps of the National Circuit, the final one being my best attempt (of course and we shall never know). During that banzai quali' lap whilst flat out down the Wellington Straight I checked my mirrors just before the braking zone and

all I could see was what looked like smoke pouring out the back of the car.

Given the clear evidence something was wrong (no drop in performance at that point) I lifted, braked and pulled over off the circuit whilst watching the gauges like a hawk, all normal.

I also killed the engine which was not without consequence. The servo assisted brakes also greatly reduced in performance causing a longer than expected trip into the gravel.

With coolant everywhere, including running out the right hand exhaust, every



**Ready to race. With a 7 hour gap there was plenty of time to fettle.**



**My second favourite car of the day (now that's loyalty).**

indication was that the head gasket on that side had gone on the fresh for 2019 engine. Not good and no race that day.

The gauge readings did give hope and following a dismantle, fettle and top end rebuild with Cometic head gaskets the engine started which was rewarded by applause from Mrs N and a near neighbour with a keen interest. The game was on for the rolling road and test session. Not without anxiety though.

Back to Donington and after an early start to travel up and back in the same day I was looking at 10:00am qualifying and 6:00pm race. Not too big a gap then. Still plenty of time to do more fettling

and a bit of watching, wandering and chatting. I enjoyed the day, it was good.

The meeting was a big one with an entry of over 300, and races spread over two days. Some people lined for both days, others like me, just the one.

The 70s Roadsports grid looked strong. In fact someone actually said on Facebook, where's the slow ones. Absent clearly, this was two top tens in one grid. 22 of 70s Roadsports finest, plus me.

Qualifying actually went well with no car issues and after a safety car period to recover a stricken TVR that suffered a



random 100% electrical failure that then fixed itself the next time the car was started. I did one more lap before coming in effectively one lap early. I had by then been mugged by the front runners just to remind me of my place.

Which makes a good point. Fall behind the pace of a lead car in class at a sprint and you can only imagine how that would have looked and felt on track. Witness it first hand and you just think, how are they doing that.

The good news was the TVR held its

own down the straights but the pilot in this case not quite on it around the bends. In my defence one race in 20 months and nothing at Donington since 2017. See the excuses coming out already.

The car was also fine and as I'd managed to fix the gearbox and engine oil leaks the previous week it was nice just to get out and not feel inclined to peer underneath either.

I had qualified 18/23, later to be promoted to 17/22 after one arrive and



drive hire car had pulled out with a broken gearbox. 17th-18th isn't great but I was surrounded by those I'd expect to be surrounded by. Like I say a very strong grid indeed and as it transpired a rolling start too.

The latter came as a complete surprise via text message. Race 19 will now be a rolling start. Much quicker you see than lining everyone up on the grid. And they were running ahead of schedule and so could bring the event to a close much

earlier. I don't blame anyone for that. It had been two days.

After much wandering, watching & fettling it was finally time to race and we were called up early at around 5:20. Now, I don't know much about rolling starts but what I do know now is at Donington when you're on row 9 you are before the final chicane when the rest of the field ahead has gone for it. Bye then.



**I've always thought that if it arrives in an artic, it's no longer a hobby.**





### **Actual real Cobra.**

I pushed as hard as I could to catch up whilst also trying to keep ahead of the Alfa who was next to me on the grid. Behind him was a Lotus 7 and behind the Lotus another 3000M, the one out of position on the grid following that electrical failure.

I pushed and pushed, the gap in front staying about the same but the one behind much closer. The red Alfa had dropped back and so it was orange Seven

followed by yellow TVR.

Then one small mistake cost me dear. I missed a gear out of the final chicane, just one gear and both the Seven and TVR sailed past. I was now chasing them. Which I could and keep up.

The TVR then got past the Lotus and I was now on the back of the orange Seven. With another problem. My brakes were failing, the car wouldn't stop with any degree of confidence. In fact once I

put it to the outside of the Lotus just to guarantee not running into the back of it. I think I had biased the brakes too far to the rear at the Llandow test day. Perfect for a lap of Llandow, not so much on lap 7 of Donington. It had been alright in quali but a few of those laps were behind the safety car.

This left me with a dilemma, I could catch the car in front no problem, but not quite overtake or out brake it. Which is when I spotted another issue. The engine

temps were rising.

Since installing a new Sierra Cosworth 60mm motorsport radiator cooling had been no issue with temps staying at 75-82 degrees centigrade. Temps now were 90 and climbing which is not ideal. It was also not cooling on the straights. So with just 10minutes completed of a 30min race I came in.

A quick inspection revealed water spitting out from the expansion tank looking simply like the cap wasn't sealing.



**Classic Touring Cars bring in some great entries.**



**Rolling start. The lead cars at the front have just gone. Bye then..!**

Hopefully I can confirm that in a future article. In the meantime a Ferrari 308 let go of all fluids causing mayhem on track and a re-start. Just 15 of the 22 finished in the end. Overall I enjoyed the day and

learnt much, first about me (need to be quicker) and the car (not far off). Next up is our Llandow Sprint in July, be interesting to see how me and the TVR get on there.

*Matt Nichols*



**More 70s Cars. One on the right came 3rd overall after the re-start.**





**Another absolute classic**

# Drive-By

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“If you think that’s best, darling?”

Hmm, all well and good but, as our life lessons have taught us all, ‘the road to hell is paved with good intent’.

Proper automotive news this month, although not necessarily the most exciting as we’re not talking about a racing or classic car, but the recent replacement of madam’s daily-driver: her ancient, properly knackered, yet still utterly reliable Ford Fiesta.

A typical old Fiesta according to the chaps who carried out the MOT’s every year on Lynnette’s personal collection of self-propelled ferrous oxide lace – a bombproof drivetrain but everything else about the car gently calls it a day as the years go by.

As last year’s MOT certificate came with the caveat “it’ll likely need more welding again next year, if we can find something to weld to”, we decided it was expedient to avoid the cost of a quantity of welding probably last seen in the construction of warships mounting 15 inch main armament and it was obviously finally time to replace the car.

We decided to look for its replacement after we moved house but, of course, the lockdown at the start of this year and our working on our new abode delayed our search until recently.

After my suggesting a number of viable options, Lynnette decided that another Fiesta would be perfectly suitable for her needs and her comment of “I’ll leave it to you darling, you’re always brilliant at finding good cars” (really..?) soon had me spending an inordinate amount of hours scouring the classifieds for the perfect car.

No pressure then, and which brings me to my opening observation, as non-car people, as I call them, have a habit of approaching anybody they know with an interest in cars to ask for advice and guidance for their next automotive purchase.

Because whatever you recommend, and however reliable the online reviews appear to suggest a particular model to be, you’re still looking at second hand cars with absolutely no real knowledge of how their previous owner(s) have truly cared for or driven them, any car you say might be a really good purchase could still turn out to be a right pup and you’ll never hear the end of the matter. Ever.



Sticking with the time honoured, risk mitigating advice of looking for the best condition obtainable, a full service history and the lowest amount of both owners and recoded mileage, I eventually narrowed down a selection of possible cars available within the budget and the failing of the ventilation fan in the old stager (truly a last gasp as it died, quit disconcerting), and the distinct possibility that its repair would likely exceed the value of the vehicle, was the final prompt needed to get the job done.

We decided to check out one of my more local selections on the way back from a Saturday morning visit to an antiques shop in nearby Crewkerne (on the return journey, note, not on the way to – gives you some idea of the boss' priorities...) and we struck gold, I hope. I really, really hope...

The car in question was an absolutely spotless (and I don't say that lightly, the car is pristine throughout in the proper sense) 2006 silver, 5-door Fiesta Zetec with the stonking 1,400cc engine (a whopping 5bhp and 10 lb/ft more than its predecessor's 1,250cc could churn out on a good day), and with two previous owners and just 33,000 miles on the clock.

The test drive went brilliantly with the car driving beautifully and, in addition to an impeccable service history, the Fiesta had a new MOT and four new tyres.

As was the case with my Kennel Klub Kar Vectra, although the service history was everything you would want, the cambelt was time expired and we had that replaced, together with the water pump, as part of the deal and shook hands (not literally – Covid and all that) on £2,800 - not the cheapest, but within the budget and the incredible condition as a second hand car (I really detest the bl\*\*dy awful sobriquet 'Pre-loved') was undeniably, job done.

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***E*lectric Car Drivers – might have the latest form of automotive propulsion and, in the case of a Tesla, possessing astonishing acceleration, but the 'stick behind the trucks' range-anxiety is palpably visible.**

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We had the older Fiesta collected by a company I found online who take away scrap cars and got £172 for it (about £171 more than I valued it at, and £72 more than the selling vendor garage offered) and they were a gem to deal with, making it a painless process and all their arrangements ran to the letter - Car Take Back Ltd, if you're ever in the need.

Lynnette adores her new car and has already racked up a decent mileage, with her observation that it's night and day better than her old Fiesta, no surprise there.

Talking about mileage, I now find myself being required in my office for four days a week at present, a daily round trip of around 130 miles. Fortunately the Kennel Klub Kar is cheap as chips to run at around 50mpg and as I leave early in the morning, typically around 5.00am ish, the trip to work is around an hour and a quarter, with the journey home taking longer in the traffic at about an hour and three quarters.

Such a daily journey has given me ample opportunity to observe the nation's driving habits and vehicles of choice, and here are a few that you might have also come across:

The Middle Lane Toyota Aygo – typically being driven at 65mph and Will. Not. Ever, be swayed from the middle lane of the motorway for any reason “I've spent a lifetime paying my taxes...”

The Outside Lane Toyota Aygo – permanently stationed in the outside lane of the motorway being peddled at V-max and the most uncomfortable looking vehicle at speed you'll ever see. Give it a wide berth, because when it goes wrong...

The Hippy Skip – an ancient converted commercial waggon of indeterminate age that struggles to smoke its way to 40mph under any circumstances. Usually found in a cloud of fumes at the side of a road attended by 'interestingly' garbed owners

and either the local constabulary and/or the AA.

White Van Man – still utterly unassailable in his mission statement to break the land speed record.

The Barely Going Any Faster For An Overtake SUV/People Carrier – Usually accompanied by your own dismay as said vehicle pulls into the gap in front of you on the motorway and then struggles to overtake as it battles to overcome barn door aerodynamics with a weedy engine.

German Saloon Car Drivers – still maintaining a constant quest to see what radio station you're listening to by checking your dashboard readout through your rear window. Just go past, why don't you?

Range Rover Drivers – unable to maintain a constant speed on a motorway journey and you'll pass each other several times between junctions as you maintain a steady rate of knots even if they can't.

Electric Car Drivers – might have the latest form of automotive propulsion and, in the case of a Tesla, possessing astonishing acceleration, but the 'stick behind the trucks' range-anxiety is palpably visible.

Large Off-Road Type SUVs – Usually on a minor/B-road and a) will not give way to anyone, and b) will not slow down regardless of the situation as “I’m a land owner, peasant”. Club Chairman Matt Nicolls will attest to this one.

Motorway Over-Taker With No Signals – far more common than you might expect and usually accompanied with the offending vehicle not changing lanes until it’s within five feet of the vehicle they want to get by. Interesting at night.

The ‘I Know the Speed Limit’ – found on every road with a national speed limit and driving at 50mph rather than 60mph because that’s what they believe the limit to be (and if that’s you, look it up if you don’t believe me).

The Dilatory Driver – Yep, we all know this one; in front of you approaching a green traffic light and leaving a huge gap to the vehicle in front of them whilst moving at the rate of plate tectonics before suddenly accelerating like a terrain hugging missile through the amber light and leaving you questioning their IQ and parentage as you sit fuming looking at the red light. Made exponentially worse if you’ve done a kindly thing and previously let them out of a side junction.

The Hesitant 1 – totally unable to pass a cyclist on an A-road despite having plenty of room and sits behind said

Knees-Up-Mother-Brown until at least five miles of clear road is visible ahead, then finally overtakes and accelerates like an asthmatic snail. Quite possibly above mentioned Dilatory Driver out for a countryside drive.

The Hesitant 2 – Dilatory Driver’s back in town again and this time sits at a mini roundabout giving way to every vehicle waiting on the road to the right despite oncoming vehicles coming straight across the junction which is when you or I would move.

Stay safe everyone and hopefully see you all soon (please, Boris).

*Chris Dymock*

# Join Bristol Motor Club

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 Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a "Username" field with a placeholder "Username" and a "Password" field with a placeholder "Password". Both fields have red outlines and error messages: "You must enter a username" and "You must enter a password". There are links for "Forgotten your username/password?" and "Have a password reset token?". A "Sign In" button is present, along with a link for "Problems logging on?". To the right, a "Not a member yet?" section encourages users to join, listing benefits and providing a "Register here" button. At the bottom, a small copyright notice and a privacy policy link are visible.

Joining Bristol Motor Club 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

## **NOTE:**

\*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association).



# 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](http://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? <i>(Delete as appropriate)</i>			YES / NO
Full membership	tick boxes that apply y)		£ 20.00
Associate membership (see <a href="http://www.bristolmc.org.uk/join-us">www.bristolmc.org.uk/join-us</a> 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)			
<b>TOTAL</b> 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](http://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 [membership@bristolmc.org.uk](mailto:membership@bristolmc.org.uk)

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

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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 Motorsport UK 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.



Your local independent specialist  
for electric vehicle charging.  
For both domestic and business users.

Call **Brendon Jones** on **01225 984614**  
to discuss your car charger requirements  
[admin@bwcc.uk](mailto:admin@bwcc.uk) [www.bwcc.uk](http://www.bwcc.uk)

**£50 discount for all Bristol Motor Club members**



### **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](http://www.kingdomautostorage.co.uk)

Contact Andrew on 07916 723 648.

# 2021 Events

Date	Event	Status
Friday 29th January	Winter NavScatter	Cancelled (Covid)
Sunday 14th February	SUV Trial	Cancelled (Covid)
Sunday 11th April	Kemble AutoSOLO (Bath MC)	Ran
Saturday 24th April	Wiscombe Park (Woolbridge MC)	Ran
Sunday 25th April	Wiscombe Park (Woolbridge MC)	Ran
Sunday 23rd May	Westonzoyland AutoSOLO	Cancelled (Venue)
TBC	Landow Track Day	Cancelled (Covid)
Tuesday 6th July	General Meeting & BBQ	Postponed (Covid)
Saturday 10th July	Llandow Sprint	Expecting to run*
Saturday 17th July	Dick Mayo Sprint	Expecting to run*
Sunday 18th July	Classic and Performance Parade	Expecting to run*
Sunday 8th August	Kemble AutoSOLO (Bath MC)	Expecting to run*
Saturday 14th August	Pembrey Sprint	Expecting to run*
Sunday 15th August	Pembrey Sprint	Expecting to run*
Saturday 4th September	Wiscombe Park Hillclimb	Expecting to run*
Sunday 5th September	Wiscombe Park Hillclimb	Expecting to run*
Sunday 19th September	BMC AutoSOLO	Expecting to run*
Saturday 25th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Saturday 26th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Saturday 23 October	Great Western Sprint	Subject to Permit*
Friday 29 October	Autumn Navscatter	Subject to Permit*
Sunday 14th November	Fedden Sporting Car Trial	Subject to Permit*
Sunday 28th November	Allen Classic Trial	Subject to Permit*
Tuesday 7th December	General Meeting & Buffet	Subject to Govt*

*\*Our events remain subject to Government and Motorsport UK guidance regarding COVID-19*