

Magazine of Bristol Motor Club

Driving Mirror



September - October 2021



The future's bright

Inside: Paul Hemmings - Wroughton - Sylva & Datsun rebuilds

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**Recognised
Club**

Cover shot: Harry Thompson at Wroughton

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**The next Driving Mirror deadline is
Friday 3rd December 2021.**

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

Chairman's Chat



Now I might not fully understand everything our governing body does and how it impacts grass roots motorsport, but allowing 14yo's to compete in AutoSOLO has got to be one of their best initiatives yet.

On Sunday 19th September we ran our inaugural AutoSOLO at Wroughton and I'm pleased to say that a young Harry Thompson was out in a Nissan Micra (Cover shot).

The rules say that an experienced AutoSOLO competitor must be sat alongside, a role that dad, Andrew, dutifully performed. In fact they shared the car, both competing together in the same class.

For the types of motorsport we run this I see as significant because AutoSOLO competitors can also move onto Sprints and Hillclimbs, particularly if competing in our MX5's.

Conversely those starting out in karts are more likely to almost leap frog what we do by progressing onto Circuit Racing,

cases in point being Dave Spiller, Rich Marsh and Matt Parr. Although I do recognise that pre and post pandemic Matt and Dave have also both competed in Sprints as well. Anyway, well done Motorsport UK, it's a great move.

I feel I also need to bring you up to speed with Colston's pavilion, our regular Club Night venue. Basically it is not likely to open and be available to us before the new year and even that is in some doubt. So we are on the search for a new venue.

Thinking is to stay within the M32, M4 and M5 corridors north and west of Bristol. Ideally a pub or club with a car park and dedicated function room. We've secured Chipping Sodbury Cricket Club, but if you have a venue in mind please just let me or another committee member know.

In the magazine this month we celebrate Paul Hemmings who sadly passed away earlier this year, hear about the rebirths of an accident damaged Datsun and Striker, the recent damage of a Radical (a lot of damage this month) our AutoSOLO, Drive By, and much more.

Matt

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

motorsportuk.org/revolution-magazine/



Revolution October 2021

The official magazine of  **motorsport uk**

EXTENDING YOUR SEASON

Make the most of a winter of motorsport

VANTAGE POINT
PROUDLY
SUPPORTING THE
LGBTQ+ COMMUNITY

MY TOP FIVE...
BTCC MOMENTS
WITH
ALAN GOW

FEATURE
GAIN NEW DRIVING
SKILLS AWAY FROM
COMPETITION

PLUS: GUIDE TO LYDDEN HILL + GET STARTED IN DRIFTING

Paul Hemmings (1943 - 2021)

Earlier this year we lost a true stalwart of Bristol Motor Club, a man who held virtually every role over near 60 years of membership and who I think will always be remembered best as the Club's Treasurer. A role he held not just once, but three times, the last term of which was for 28 years. What incredible dedication and service.

The current committee and anyone who worked inside the Control Tower at our sprints will know that Paul was always a pleasure to be around. Kind hearted with a strong sense of duty and professionalism. You always knew you were in safe hands if Paul was involved.

When their children (Louise and Simon) were young, Paul and wife Jill purchased a caravan and enjoyed many holidays

travelling through France and Italy; as well as weekends away at motorsport events (sprints and hill climbs). Cars and motorsport were great passions of Paul's, with his TVR Griffith and Porsche Boxster being much loved vehicles.

In the 1960s, senior club members remember Paul as a customer of a leading light at the time, Eric Harris, who owned a garage in Staple Hill. Eric's son, Dave, introduced Paul to Bristol Motor Club.

Looking back through the Club's archives, confirms that Paul was welcomed as a new member in the November 1964 edition of Driving Mirror.

Dave Harris and Paul were good friends and Paul was Dave Harris's co-driver on rallies, as well as partnering Arthur Jones on trials.





Paul's TVR (bottom left) and Porsche Boxster (above) were much loved vehicles.

From being a member, Paul initially served on the committee between 1970 and 1973 and has been a Vice President many times, the earliest being 1979. Paul has also acted as club President.

For the most part though Paul will be remembered as being the club's Treasurer, a role he performed on three separate occasions (1976-1978, 1980-1984 and 1988-2015).

In 2016 Paul finally handed over the



Sat in the Westfield with Simon



Paul competing at Colerne in the Boxster

Treasurer reigns after more than a quarter of a century of loyal continuous service to take on a different role, that of Club Secretary. Two years on again in 2018 and Paul took on a new role for the club, Legal and Compliance Officer. A role he continued to perform until his passing in June.

We firmly believe that not only was Paul the longest serving Director of the current committee, most likely of any

committee in the club's history. Like I say true dedication and service.

As well as conducting formal duties and sitting alongside others, Paul also competed behind the wheel himself, including with son Simon in their home built Westfield V8, his beloved TVR Griffith and Porsche Boxster.

Records show that Paul was competing as

recently as 2010 in the Porsche, appearing in the results of the Colerne Sprint held in August of that same year.

At Colerne, Paul drove in the road going series production class for over 2600cc cars, delivering a very respectable time of 89.88seconds. To put that into context Mark Tooth wrote in these very pages about the time and effort he put in over several years to get below 90secs.

A strong, dependable and knowledgeable man, Paul supported BMC for nearly 60

years, taking on key roles and responsibilities for extensive periods of time, as well as supporting events on the ground whether marshalling, acting as Course Control or competing himself.

Paul was also one of life's true gentlemen and took every role he performed very seriously. He will continue to be sorely missed and our thoughts remain with Paul's wife Jill and daughter Louise.

Matt Nichols



Driving up Dyrham hill at the club's centenary event in 2011

Full Datsun - Rebuild

Having spent the last 18 months rebuilding the Datsun following one of the girls having a disagreement with the tyre bales on the entry to "The Gate" at Wiscombe Park it was with much excitement that I fired the engine up for the first time.

The rebuild took on a life of its own once I started taking bits off and then measuring the chassis to see what had moved. The front rails had bowed slightly so they needed replacing and then having made new rails it became clear that the rest of the body was not as straight as it could be. 40+ years as a race car had taken its toll.

The foolish decision was made one evening while surfing the net to purchase a rotisserie so I could tip the body over and not have to weld upside down anymore. The downside of this was I then started looking at previous repairs and the alarming amount of metal fatigue (not rust) that was showing in the floor and diff mount area. 10 months later and the body was strong, straight and ready to start painting and re assembly.

The old Koni shocks were as shot as could be and no longer available, so I took up the offer of a set of MkI Escort

Bilstein shockers and set about modifying the struts to take them. After much head scratching and work they were finished.

Next task was to make new driveshafts as the original units were breaking far too often and I was feeling bad about making the girls try to get the car off the start line at only 2,000 rpm rather than the 4,000rpm they were used to using.

The Subaru WRC uses the same diff as the Datsun so having found one with a plate limited slip diff and the ratio I was after I set about getting adaptors machined up to take 108mm Lobro CV joints for the outer, incorporating the trigger wheel for the wheel speed sensors, and used the original inner cv joints. Then a shaft machined to link the two together. Another couple of new things to test once the car was back together.

With the car back together, it was good the hear it fire up and come up to temperature. I am using a slightly smaller radiator so was a bit nervous that it was not going to stay cool, but the fan toggled on and off at the old temp settings, so it looked good.

First outing for it was a trip back up to Fourways Engineering in Kent to reunite the car with the company that bought it



The first outing was a trip back up to Fourways Engineering in Kent to reunite the car with the company that bought it from Janspeed back in 1979/80.

from Janspeed back in 1979/80. It looked good having the name back on the car after all these years as it received a lot of attention and positive comments.

Next, I had a test day booked at Llandow to try the new suspension, bed in the brakes and then start to give the driveshafts some loading on starts. Also, it was an opportunity for Steph to get back in the car in a non-competitive situation and let her have some confidence building seat time.

Sadly, once the car was warmed up and

ready for noise testing, it was running on 5 cylinders, backfiring and sounding very unhappy. It appeared that no 5 injector was not spraying. While spending some time checking through all connections and checking the ecu for logged faults (none found), the engine had cooled down and it started on all 6 again.

Helmet and overalls on and strapped in I started the engine and pulled onto the circuit only for it to once again drop a cylinder. Coaxing it round to the paddock was frustrating and then it cut out. After more checks and not finding



The Datsun rebuild was comprehensive to say the least.

anything wrong, we started it back up, drove it onto the trailer and went home.

Many hours of checking and swapping injectors around, reloading the map into the ecu, left me with the same result, starting on 6 and then at some random point dropping injector 5 again. It was not possible to make it drop the injector by pulling/pushing wires and connectors. I even cut all the terminals from the injector, coils and ecu pins and crimped on new terminals.

I was way out of ideas so took the car to a rolling road to see if they could shed any light on the problem. After 2 hours of testing duty cycles of the injectors, testing the trigger wires for high resistance, checking that the 12v supply was good and not dropping out, and even changed the ecu for another identical one, he ran a new wire from the ecu to the injector 5 and the engine ran perfectly for 20 mins. The decision was made that there was something in that wire/terminal which was causing the problem.

With the engine running sweetly and more confidence I entered the final weekend at Wiscombe Park. I was planning to have the weekend just running the car, bedding the brakes in and getting the brake bias set, getting a feel for the new shocks and then Sunday afternoon load up the new driveshafts

with two aggressive starts.

Saturday morning was dry, and I fired the engine up to take the car down to the bottom paddock. Halfway down the hill, and it was not running cleanly on 6 cylinders, but I thought maybe it was not warm enough yet. By the time I got to Wis Corner I was concerned that I was not going to get up the hill to the paddock. It was with a sinking feeling that I had to accept help from other competitors to push the car back into the paddock space.

In desperation I swapped no 5 injector for a brand new one and fired the engine up again. Running on all 6 I left it to warm up. 3 minutes later and it was back on 5 cylinders again. With nothing left to try, we towed the car back up the hill at lunchtime, loaded up and headed home.

With nothing else to replace I am now having a new loom made in the hope that somewhere in my loom there is something creating noise/masking signals/ breaking down that is causing the frustrating problems. Hopefully I can take the car out over the winter to try all new bits and then have next season just going out and having some fun sharing the car with my girls.

It is a good job that club motorsport is just for fun...

Ben Stapley

Simon makes a Radical move

Hmm, where to start with this entry into the Radical diary.

It was a quiet summer with Abingdon and Treloy cancelled. We had only the Wiscombe 5 Clubs event, Clay Pigeon, Pegasus and GWS left to go, with the sprints all in October. We decided to enter the Manor Farm replacement at Wiscombe at the end of September to fill a gap.

The 5 Clubs double header at Wiscombe went reasonably well. We had great weather for it and it had the customary well run feel and friendly atmosphere. It was the first event for us with spectators and a prize giving feeling like the pre lockdown events.

Dave arrived on Saturday, a little out of sorts after a week away on holiday. We unpacked the car, warmed it up and got started. Dave was slightly off the boil, trailing by about a second in practice and the first two timed runs. He was claiming that he wasn't fully on point that day, however proved everybody wrong with an outstanding 38.20 run in T3, taking 0.09 from the cars PB. I don't think he was sure where that came from, but it was an outstanding run! I trailed him that day by about 0.3 seconds.

Sunday was another fine day, so we start-

ed it with a hope of knocking times down a bit further. It wasn't to be, however, with both of us in the high 38's, myself taking the day with 38.76. Neither of us were sure why we couldn't get down to the low 38's, the hill certainly seemed to be in pretty good condition with quite a few PB's from other people, but for some reason it wasn't the day for us. Wiscombe can be a bit like that.

The next event was the Wildlife weekend run by Torbay, replacing Manor Farm. We arrived to a dry, but slightly cooler day on Saturday. Practice went smoothly, with no excitement, 40 second runs, so about where we hoped to be on first practice.

Dave put a very strong T1 run in with a 39.12, so I lined up fired up ready to try and compete with it. I started the run with a good start, and good exit from Wis, powered up over Bunny's Leap and had good speed through gate. Everything was going well, pushing up through the Esses, but then disaster struck, I was pushing hard as I came over the brow in the upper Esses pushing towards Sawbench, when the back lost traction, throwing me sideways into a tree on the left hand side of the track, round and further into the rhododendrons.

A mixture of pushing hard to compete with the strong time Dave put in and



stepping over my 'talent line' cost me dearly, putting us out of the event for the day, and causing damage to the car. My sincere thanks go to the marshals and medical crew for dragging me and the car out and all their help, amazing work by them, as always.

After dropping the car off at Sawbench and a lift to the paddock, I had to face Dave and own up to the mistake, thanks go to him for being understanding, as I think I was still in a bit of shock.

We loaded the car, brought it back home and stripped it in the afternoon to inspect

the damage. It's not particularly pretty, however it is amazing how little damage was done given the speed of the accident and that I hit a large tree. It's a testament to how well Radical build their cars. With a bit of work the car will be back to fight

Everything was going well, pushing up through the Esses, but then disaster struck, I was pushing hard as I came over the brow in the upper Esses pushing towards Sawbench, when the back lost traction, throwing me sideways into a tree...

again next season.

After a bit of discussion we decided to take the MX5 down on the Sunday, I was conscious that I didn't want Dave to lose his entry and kind of felt that it might be best for me to get straight back on the horse. I gave it a check over in the evening and got it ready.

Sunday was another dry day, and it was great to be out with the MX5 Challenge guys, Dave managed to put it mid field in the class, while I languished at the bottom, although it was definitely worth it to me to drive that day. It was both a credit to Dave that without driving the car reg-

ularly he managed a 48 in it and a credit to the challenge guys that were pushing the low 47's, those guys are definitely moving that class on!

The next event was the Mutley Mayhem Clay Pigeon Sprint, we decided to roll the mighty lancer out for it, giving it an MOT, fresh fluids and fresh tyres. The day was changeable, starting off with the lancer misfiring a bit in practice. I think it was a bit grumpy at being dragged out and into service again, but cleaning the plugs resolved the issue. I was red-flagged in T1, and didn't have the best of luck as it started to rain while I was queuing up.



Dave's trusty Lancer is back out again. Even passed its MOT.



Following the accident at Wiscombe the Radical was taken home and stripped to uncover damage not as bad as first thought. Testament indeed.

This left me second to last in class. Dave managed to go out and put a very strong 83 in to lead the class. T2 was fairly dry, and I managed an 87 to clamber up to 5th in class, while Dave knocked another half a second from his time to secure his well deserved class win. Unfortunately then the heavens opened, so we made a late decision to put the wets on, which gave us a bit of practice in them in case of rain at either Pegasus or GWS.

Our final events will be in the Lancer, as unfortunately there isn't enough time to repair the Radical beforehand. This has put Dave's lead in the ASWMC championship under jeopardy, for which I apologise – not really a great end to the season.

Simon Clemow

Triggers Broom - Mike's Sylva Striker story

Fans of the TV series **Only Fools and Horses** will recall that Trigger had the same broom all his working life except that it had 3 new shafts and 6 new heads in the time he had it. Bit like my Sylva Striker.

The original build started in 2001 and was finished in 2002, since then it has run with two registration numbers as it is the second Striker I have built and for a while it ran with the reg of the first car in events whilst car number one was used

on the road.

Eventually I made an honest man of myself by grasping the nettle of SVA and was given the current reg number of ACU299L. The first car was ACU289L and surprise surprise not many people noticed – not even many of my close competitors.

So unknown to most the Striker has had 2 registration numbers but, in its time, it has had two different engines and two different gearbox setups. Early doors it



Striker #1 bodywork got trashed even before it got painted



MK2 Escort road rally car was donated the Striker's original all steel crossflow.

had an all-steel Crossflow and a Rocket 4 speed dog box. Fairly soon after the original build the Crossflow was replaced by the current Puma SE unit still conforming to what it says on the V5 "Ford 1700".

The Crossflow reappeared in a Mk2 Escort clubman's rally car that I built and never ran as I had not got space for it in Calne after the move to the South West. I sold that car basically to recover the build costs – If I had it now, I could recover those costs ten times over. Silly boy.

The Rocket box was replaced by a Quaife sequential in 2017 which has been a joy ever since. The Rocket box was sold to Bobs brother Michael who fitted in Bobs old car. I did recover my costs on that deal but I still get beaten by it in Michael's car most times I go to Harewood.

Due to various incidents, I am now on my third set of bodywork. The original set was unpainted which I trashed early in the life of the car – literally before the paint had dried. It then became the black car you recognise but after my latest adventure where I have replaced the body-

event but the throttle position sensor decided to fail while on its holiday from sprinting and hill climbing and it took skills beyond my limited range of diagnostic checks to identify the fault.

I was ready for Pembrey but sadly it was cancelled so with my returned entry fee I did a shakedown at Llandow before intending to return to the scene of the crime at Harewood in mid-September.

Fortunately, my Harewood entry was accepted and I was able to do a double header Sat/Sun weekend. The car went well but the driver showed strong signs of being very out of touch ending up fifth out of an entry of nine and about 4 seconds away from last year's times.

I followed this with Longton MCs Anglesey Sprint on 2nd and 3rd October. This suited the driver much better as there is so much more leeway for error on the wide-open spaces of a circuit particularly down here in the cheap seats. Weather was horrendous on Saturday with survival being the order of the day but the day brightened immensely by Steve Miles winning the British Sprint Championship.

Sunday was fine sunny and breezy to dry things out. My race suit was still wet on Sunday morning and by the end of the

day only the right arm was still damp. I wish I had the money for ten suits or the rules allowed using waterproof coverings.

Despite this I was able to open up the car and at the end of the day was able to feel that the car was back. Third place was the final result just a few tenths away from a similar engine car. Longton's class structure allows 1800cc Zetec's in 2A and the extra cc's make a difference around the international circuit.

Triggers broom is back!!! There are issues which need fixing over the winter but mostly these are just fine tuning. I anticipate by then I should have a car that will be ready for the new uninterrupted season in 2022

This simply leaves the GWS at the end of Oct. I have submitted an entry but to date I am left with my crossed fingers. Bob hopes to double drive the Striker so the plan is to shake down the second driver at Llandow on the Friday before. Calne B&B with evening meal is open, hopefully Simon and Elen are coming to stay so we will have an end of term celebration.

Mike Smith

A couple of days before the Wroughton AutoSolo, it occurred to me that this was my first and only competition in 2021 and I'd better get my licence renewed PDQ.

I've been to quite a few events this year, despite Covid, but always in an official capacity, rather than behind the wheel. With a new venue, the largest number of competitors we've ever fielded in the largest venue we've ever used,

four cameras and timekeeping to sort out.

I arrived at 07:00 to help set everything up. I was not alone - around a dozen competitors had also turned up early to help out. As a result, the course was ready to go by 08:30, but as I'd not given the timekeepers instructions on where to be for the briefing on the software, we were a few minutes late starting. Sorry about that - I'll be more prepared next time!



Wroughton is a top venue with help on the day plentiful



Andrew Thompson carefully and subtly instructs son Harry to slow down and save the car for his own runs. It worked (this time).

I'd spent the week leading up to the event trying to interface the CMSG timing beams with the TimingAppLive software that's now so ubiquitous. I'd failed, so we resorted to pressing buttons. It'd also consumed all my time to go and get the decent rubber from Dave's house, so I arrived at the event on the tyres I'd been using for pootling around town.

Looking at the date on the sidewall, I realised they were the tyres that Phil pur-

chased for the very first round of the inaugural Vincenzo & Sons Bristol MX5 Challenge in 2015.

This was not promising for a good finish! Despite it being 2 years since I last drove the car competitively (I borrowed James' car last year), I found my pace pretty quickly. Sadly, it was nowhere near the pace of the front runners, but I was enjoying myself and finding the times even more motivating than usual.



Always great to see and hear a Subaru

The event initially ran too slowly, but once everyone warmed up it started to really fly. The courses were quickly changed by Nick and Paul and everyone walked the courses promptly, which was good news, considering that it was about a 10-15 minute walk for each test!

For the last test, I decided it was time to have fun. The timesheets went out the window as I dropped 25 seconds in two runs all in aid of going sideways and enjoying myself. It's two years since I last tried that and I was decidedly out of practice.

I could feel myself initiating with the steering wheel and my arms all over the place trying to keep the car in the right direction with the right amount of angle. It wasn't pretty, but I was enjoying myself.

At the end of the event, several of us went to the local pub for a beer after everyone had mucked in clearing up. It was great to have a beer and talk rubbish.

I'm now left with the task of editing about 30 hours of video footage from the event with 4 cameras capturing every second of the day. I did manage to fix the timing beams too, but not until after the event. Next year, I'll make sure we've got a proper timing system and I might even set up the cameras as a live feed.

Andy Laurence



Alex Tunbridge secured FTD



Barney Weston's BMW 540i looked like a big car to wrestle around an Autosolo



Smile and wave son, smile and wave



Clockwise from top left: Sun shines on the righteous. Richard Glindon. Pekka Tulokas. T



thomas Alderton. Simon Harris.

Drive-By

“AAAAAARRH, Chris? CHRIS...”

Ah, the undeniable annual clarion call that confirms autumn is upon us again...

Yep, there's no mistaking the full volume, triple-digit decibel, seasonal shrieking from the One-Who-Must-Be-Obeyed that signals either an impending air raid or the far more likely presence of yet another giant house spider.

That's not just an uncannily accurate observation, by the way (of either the sound level or the reason for it...), but the actual name of the particular species of native arachnid that regularly rocks up for a winter staycation in our bathroom sink (or pops out from under a piece of furniture, as they do) and, dear Lord, do they live up to their name.

These boys can apparently grow to around 120mm across (that's getting on for nearly four and three quarter inches in proper, post-Brexit, good old imperial measuring) and the ones who are choosing to overwinter with ourselves are every millimetre of that and, I would guess, quite possibly bigger and the likely result of uninterrupted generational growth in our recently purchased 200 year-old Georgian pile.

I'm really not kidding about the size, as our most recent eight-legged visitor didn't quite fit into the width of the plastic Chinese takeaway container that I was trying to cover him with. And you've got to be a bit quick on your toes, so to speak, if you want to trap them as, being recorded moving at over half a meter a second, they can really get a shifty on.

Worryingly, I'm pretty certain that the spiders in the garage are actually far larger by a considerable margin, a bunch of absolute brutes. And I think I may just have discovered the answer to the puzzling disappearance of our local postie last year...

Well, I say garage, but it was only my garage for the first hour of our ownership of our new abode, when it was immediately expropriated by my adorable other half for use as a workshop, which probably explains why it's now chock full of knackered ancient furniture in various states of renovation and not a loving home to a decent automotive project – another unspoken female conspiracy, methinks.

Anyhow, whilst I'm talking about things automotive, the Kennel Klub Kar, my wondrously versatile, self-propelled, four-wheeled skip (VECTRA: Vauxhall Evil Contraption for Transporting Rubbish

Again) decided of its own accord that it was well overdue for more contact with a garage, any garage, and promptly threw a brain-fart on one of my homeward evening commutes from the office.

On the evening in question, my journey had been one of those 'unexplainably busy for no apparent reason' M4 South motorway schleps that was a constant three-lanes wide, stop/start, nose to tail slog from Almondsbury to Weston-Super-Mare, and only moderately easier from there to my normal exit at Taunton.

In fairness, the journey in the Kennel Klub Kar was easy enough, as it's chuffing along at only 1,500rpm at 70mph, and being an automatic it's a surprisingly relaxed car for this sort of commuting.

Relaxed that is, until a couple of miles from the Taunton junction when I thought I detected the briefest stutter? And then another, perhaps, uhm...

Was that... ah, yes, all of a sudden my middle lane overtaking of trucks and slower traffic became impossible as I'm losing ground rather than maintaining my chosen velocity and there was no apparent response from my now attempting to push the accelerator through the bulkhead. And the warning light on the dashboard indicating a spanner is also now illuminated: bugger – now the bl*dy car's calling me names!

Quickly slipping into the inside lane behind an articulated truck, I'm struggling to keep up with said juggernaut's governed 56mph as I'm approaching the junction and having to quickly contemplate a major decision – do I switch off at the bottom of the exit slip road on the roundabout in a hope of resetting some electronic gremlin that may be the cause of the problem, or try to continue my journey home?

Pulling up to the traffic lights at the exit roundabout, the engine's still running at tickover, if slightly unwillingly, and rather than risk a failure to restart if I switch off and the lump of s*** doesn't want to play anymore and I end up with an AA recovery on my hands, I decide to carry on home, a journey of a little over twenty miles.

So I'm now continuing with my trip on a 'get you home' reduced running algorithm which allows a very limited acceleration and a top speed of around 50mph, highlighted when the supermarket-owned 40 tonner in front of me appeared to romp away from the lights like a rat with a rocket up its flue pipe as I trundle forward with all the alacrity of a bicycle-borne district nurse: this is going to be fun...

Thank goodness for peak time traffic volumes, as it turned out - the roads from the motorway to Yeovil, a mix of single and dual carriageways, were so

busy that, apart from the utterly woeful acceleration from rest, I could generally keep up with the traffic flow all the way home. Phew!

Pulling up at home and park, switch off and...relax. So, would the oil sludge burner under the bonnet restart again?

Well, yes, as it happened, and perhaps I should have better anticipated the electronics resetting themselves, or whatever the problem might be, and now letting me have the full beans again as I stomped hard on the loud pedal like I had been for the previous forty minutes and, but for a world-class emergency stop, very nearly careering through my neighbour's fence and ending up as a very embarrassing, and no doubt horrendously expensive, adornment atop his ornamental pond full of award winning Koi carp (insert expletive of your choice here – I probably used all the ones ever created).

Hmm, end of problem, then. Or...?

As my next use of the car was another visit to my office the following week, and a 150 mile round trip, I thought it prudent to have the car checked out, just to be sure.

After a quick search of the interweb (I don't have any familiarity with any of the local garages) I contacted a couple of the

more local prospects and managed to get it booked in within three days, a bit of a result given how busy they all seem to be at the moment.

On the day of the booking, and with Lynnette organised to follow me to get me home again after dropping off the Kennel Klub Kar at the garage when they opened at 8.00am, we decided to leave a bit early as I really wasn't too sure if the problem might reappear (or worse) and, of course, it would be rush hour and the traffic might make for a slower journey.

Not in Yeovil, it doesn't – in Bristol, if you leave your house at 8.00am to go anywhere, you just join an endless traffic jam wending its oh-so-slow way through the city. No, Yeovil at the same time is like a mid-morning Bristol Sunday and we ended up waiting for ten minutes or so for the chaps to open for business.

And then later, the ever-so slightly dreaded, late morning phone call from the garage... "We've plugged in the diagnostic and there's a fault code indicating low pressure at the fuel rail"

Oh bl*tt*y joy, it could be any pump, pressure regulator or other obscure or arcane part that's on the fritz and I feel a deep and intrusive, open-wallet surgery moment approaching.

“We would suggest starting with the fuel filter and seeing how we get on from there”.

Sounded like a reasonable plan, and a couple of hours later another phone call confirms the filter’s been swapped out and the car’s running fine again (or as good as it gets for a diesel automatic Vectra).

Back to the garage and the boys took great pleasure in presenting me with the grottiest evidence that, perhaps, a ‘full’ main dealer service history might not be all it’s cracked up to be...

Total cost? Less than a hundred quid all in, including my contribution to her majesty’s treasury, and the Kennel Klub Kar’s been running great since and even appears to be sipping less liquid dinosaur.

Finally, road signs. Visiting my sister a number of years ago when she resided in northern France, we were returning home after a rather excellent leisurely lunch in a nearby village and came to a tee-junction with a left or right turn option. Now, we obviously knew which way to go but it was

the road sign that stood out. The sign had the same destination indicated whichever choice you selected! Presumably a ploy by the French to slow down the next panzer division that decides to holiday locally...

However, road sign top prize must go to the wonderful chaps who work for Yeovil Council, for creating the most ironic, yet utterly accurate sign in recorded human history, enjoy.

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" and "Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a "Username" field with a prompt "You must enter a username" and a link "Forgotten your username/password?". There is also a "Password" field with a prompt "You must enter a password" and a link "Have a password reset token?". A "Sign In" button is present, along with a link "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. 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 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

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.



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£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

Contact Andrew on 07916 723 648.

2021 Events

Date	Event	Status
Friday 29th January	Winter NavScatter	Cancelled
Sunday 14th February	SUV Trial	Cancelled
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
TBC	Landow Track Day	Cancelled
Tuesday 6th July	General Meeting & BBQ	Now 7th December
Saturday 10th July	Llandow Sprint	Ran
Saturday 17th July	Dick Mayo Sprint	Ran
Sunday 18th July	Classic and Performance Parade	Ran
Sunday 8th August	Kemble AutoSOLO (Bath MC)	Ran
Saturday 14th August	Pembrey Sprint	Cancelled
Sunday 15th August	Pembrey Sprint	Cancelled
Saturday 4th September	Wiscombe Park Hillclimb	Ran
Sunday 5th September	Wiscombe Park Hillclimb	Ran
Sunday 19th September	BMC AutoSOLO (Wroughton)	Ran
Saturday 25th September	Manor Farm (Woolbridge MC)	Ran
Saturday 26th September	Manor Farm (Woolbridge MC)	Ran
Saturday 23 October	Great Western Sprint	Ran
Friday 29 October	Autumn Navscatter	Cancelled
Sunday 14th November	Fedden Sporting Car Trial	Cancelled
Sunday 28th November	Allen Classic Trial	Running*
Tuesday 7th December	AGM, 2020 Awards & Buffet	Running*

**Events remain subject to any Government and Motorsport UK guidance regarding Covid-19*