

Magazine of Bristol Motor Club

Driving Mirror



November - December 2021



Motorsport fun for all

Inside: Harry Thompson - GWS - Allen Trial - Steve Miles

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Cover shot by James Benstock (Dave and Paul on the Allen)



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Contents

- Page 4. Chairman's Chat**
I apologise for getting older before celebrating some of crowned champions.
- Page 5. Motorsport UK**
Read the latest from our governing body.
- Page 6. One Junior Drivers intro' to Motorsport**
Andy Thompson shares how his 14yo son Harry has got on this year
- Page 8. 2020 2021 Great Western Sprint**
I run through our glorious day out at Combe.
- Page 12. MX5 Challenge**
Mary Bartlett takes us through the final round.
- Page 18. Warning—Sprinting is addictive**
Steve Miles tells the whole story from driving a Robin Hood to being BSC Champion.
- Page 26. Radical/ Lancer diaries continued**
Not sticking to one car did not stop David from becoming ASWMC Sprint champion.
- Page 30. 2021 Allen Classic Trial**
Dave Greenslade provides the words and James Benstock the pictures.
- Page 34. Life and Modern times of a 1989 Ginetta G32**
Trevor McMaster runs through this cars history and his success this year on track.
- Page 40. Ferrari thrill experience**
This was no convoy or contrived experience. It was flat out around Silverstone.
- Page 44. Drive-By**
Chris Dymock reflects on the price of fuel before reviewing 2,000hp aircraft engines.

**The next Driving Mirror deadline is
Friday 4th February 2022.**

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

Chairman's Chat



First off two apologies. One to everyone on the lack of a face to face General Meeting and Xmas buffet, not an easy or even unanimous committee decision, just one made after the news of the latest Omicron Covid-19 variant hitting our shores.

The second, if I seem to mix you up with someone else, arguably suffering that potentially age related (I'm willing to accept that btw) on the spot pressure of remembering people's names. Sorry.

So back from life in the Care Home, life in BMC remains buoyant, all things considered, and the events we hold hugely successful, if also hugely time consuming for those who organise them.

Most recently I am of course thinking of the Allen Classic Trial. This is a monster of an event that takes an extremely large effort to organise including negotiating with land owners, clearing sections, all whilst being cognisant of local residents.

The thing is we desperately need to extend the regular team with the right

types of people. So, if you for instance drive a Land Rover or similar vehicle, can wield a chainsaw effectively and feel something is missing in your life. Quite simply, let me or another Committee member know. Thank you.

Elsewhere with this year producing a full'ish season for most, we have crowned some very deserving champions. For instance Pekka Tulokas as joint MX5 (second year in succession) and 2 Litre Cup winner, Dave Greenslade ASWMC Sprint Champion, Trevor McMaster Classic Marques Sports Car Club Hillclimber Of The Year, and Steve Miles British Sprint Champion. Yes I know, the super fast lot.

I'm pleased to say. all three have shared their journeys this month (Pekka courtesy of Mary Bartlett) and on top of that we hear all about young Harry Thompson's AutoSOLO exploits as well as enjoy James Benstock's amazing Allen Classic Trial photographs.

There is also much more, which means with the reserve tanks now emptied I might need your help again in the New Year! Seasons greetings,

Matt

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



One Junior Drivers intro' to Motorsport

I'm fortunate (or maybe unfortunate if you ask my wallet) that my boys are really keen on motorsport so when I realised I could AutoSOLO alongside my 14 year old I started investigating a suitable car to get my children more involved in the sport.

Since joining the club 5 years ago I've become a firm fan of Autosolos having competed in the MX5 Challenge and also having won my class in the Cotswold Motorsport Group Autosolo Championship in 2019.

The Motorsport UK blue book allows children of 14 years and above with a RS Clubmans licence to compete in certain events as long as the vehicle is a "touring car" aka a tin top, doesn't exceed 2000cc and the passenger must have a RTA licence and be experienced in Autosolo's.

That's a pretty big bandwidth of cars to choose from but I thought we'd start in the smallest class (Class A which is for cars under 1400cc) as it's more than enough power for someone that's never driven before and the cars are nice and light to help get a good feel of how cars react in certain conditions. When the chance came up to buy a £600 Micra from our local garage I jumped at the

chance as Micras have a decent reputation of having loads of cheap spares, of handling well and of having bullet proof engines.

My experience of Autosolo'ing is that decent suspension and a good set of tyres is a must therefore a set of Spax adjustable dampers were acquired and a set of my old Mazda rims modified so we could continue to use the trusty Michelin PS3's that always give bags of grip in most conditions.

My biggest fear about introducing a 14 year old to Autosolos wasn't the ability to drive around a track as I knew he could do this through his multiple hours at the wheel of our PlayStation but it was the ability to drive safely in the paddock i.e. to have that awareness of what is happening around him and the ability to start and stop with ease.

On that basis before we got anywhere near an event we spent a few hours in a local car park starting and stopping and generally getting used to the pedals before people and other cars were introduced.

Harry's progress this year has been really impressive. We've only competed five times, twice at Defford, twice at Cheltenham and once at Wroughton but



"...Junior Bristol Motor Club Autosolo Championship anyone...?"

every time we've been out he's progressively gone quicker and quicker as his confidence in the car and his own ability improves.

Not once have I had to knock the car out of gear or yank the handbrake as he's always driven well within his and the cars limits whilst each time pushing the car and himself that little bit harder. He's progressed from being at the back of the field to comfortably sitting mid pack in our class and that's whilst having 80kg of ballast sitting next to him!

The buzz we both get from the day is brilliant as we frequently double drive and would certainly recommend it as a really good fun entry into Motorsport

that's cheap(ish) sociable and could be done in pretty much any family type car if you feel brave enough!

Most events you can enter as a non championship competitor if members of BMC are invited, plus there are loads of local championships to choose from which our Wroughton and previously Westonzoyland Autosolos are qualifying rounds.

Good starting places to understand calendars, regulations contact are <https://www.cmsg.co.uk> and <https://www.aswmc.org.uk>.

Andy Thompson

2020 - 2021 Great Western Sprint

On Monday 23rd March 2020 Prime Minister Boris Johnson announced the first UK national lockdown. The impact we felt as a club was immediate because on Saturday 28th March, we were due to hold our Great Western Sprint. Still with a brand-new online membership and events system and just 90+ competitors to refund, what could possibly go wrong.

Let's not go there again, some are still only just out of therapy, but suffice to say that after much manual intervention everyone was refunded and more



importantly, after another false start in March of this year, the event finally taking place on Saturday 23rd October. Thank goodness for that, we were beginning to run out of corrective engraving options on the awards we bought 18months previously. 2020 2021.

This year's event looked potentially challenging, late in the year and still a round of the British Sprint Championship that Stephen Miles had secured at the previous round. Congrats to him. Stephen explaining that on a personal level, the only reason he is allowed to partake, is the promise to his wife of one day attending the annual Motorsport UK black tie awards ceremony. An opportunity to rub shoulders with the great and the good. Let's hope Mrs Miles enjoys this year's event enough for Stephen to return in 2022. Our thoughts and prayers are with you Steve, could go either way.

Autumn running would mean the weather was going to be key and despite a showery week leading up to the event, the day itself thankfully stayed dry. There were also a few late withdrawals, which is a bit of a current and slightly annoying trend. That meant all reserves ran and after a prompt 9.00am start, practise was done and dusted before 10.30am. Incredibly, before we broke for lunch not only did all classes get there first timed run in, classes A1 to C4 also got (PTO)

F27 - For Sale

An F27 that started being built in early 2000 and never got finished. Now complete and registered, the IVA was through Classic British Sportcars in Nottingham 2 years ago. The engine was new in 2000 and not yet run in, race seats, harness and fuel injected with an Emerald ECU and Image alloy wheels. A file full of photos of the build is also included. Too extreme for me and looking for around £14K. More pics available if needed or come take a look. Andrew 07989 207 492.



their second run in as well. Question was, were we going home at that point, a half day sprint, or was there more to come.

Thankfully and a first for this event, not only did we complete two top 12 run-offs, but everyone also had the three timed runs, all counting towards the result. Testament to how tight the organising and marshalling team on the day were. Well-done all.

Out on track and there were some truly awesome performances, and with a $1\frac{3}{4}$ lap course possible to calculate a single rolling lap and compare those times to Castle Combe Circuit racing lap times. We don't get that opportunity very often. For example, Peter O'Connor in his 1.6 Puma engine powered Westfield ran a 132.26sec $1\frac{3}{4}$ lap with a split time of 62.14. $132.26 - 62.14 = 70.12$ secs or 1min 10.12secs. That time would not be

too shabby in the Castle Combe GTs for instance.

Matthew Bennett in his 911 Turbo ran an incredible 138.55sec time, with a 63.73 split to deliver a 74.82secs or 1min 14.82secs lap time which is easily in the top ten of the Combe Saloons. In a road car. At the very pointy end of things the outright Combe racing lap record was broken in 2021 by Stefano Leaney in a CF Racing, Motorsport Vision F3, with a time of 58.596. At our event Terry Holmes, driving his Lola Tegra Judd, put in an outstanding 112.70sec run with a 52.84sec split to give a flying lap time of 59.86secs. OK, so maybe not quite the fastest cars in the country, at Combe anyway, but pretty darn close all the same. Impressive.

Elsewhere Matt Parr worked his magic to deliver a quite stupendous 153.08 run (1min 21.28sec lap) in his dad, Chris's,



Graham Harden pushing a little too hard

MX5 to really move the class lap record on by some margin and with it taking the 2021 Bristol Speed Championship. Well-done Matt, and to Pekka Tulokas whose 4th in class secured him the MX5 Championship for a second year in succession. Albeit only after all the tie break rules were applied. It really was that close as was the GWS class result as behind Matt; Ollie Jenkins, Aaron Sharp and Pekka were all within 0.5sec of each other. It doesn't get better than that.

With the Radical undergoing essential chassis repairs after Wiscombe, Messrs Greenslade and Clemow battled in Dave's Lancer on fresh Toyo R888R rubber to finish 3rd and 5th respectively in A3, whilst Andrew Till (Fiesta ST Line) and circuit racer Jon Lannon (Citreon Saxo VTS) between them took A1 and A2 honours. Geraint Meek also impressed in the family Impreza with a very strong A4 class second place behind Matthew Bennett. Whilst Daniel Friel (Honda Civic Type R) got the better of Rob Thomson (Clio 172) in our 2 Litre Cup.

Luke Trotman fought noise issues, a blown engine and subsequent fire to at least leave the day unharmed. His Force HC looking a little sad afterwards covered in extinguishant and melted engine electronics. All while 2021 British Sprint Champion, Stephen Miles, in his Van Diemen was getting mugged by



Rob Thomson's Clio nicely balanced

second drive Alan Mugglestone to be pushed down into second place in class E3. I can only assume he was rehearsing his acceptance speech whilst in the cockpit.

The ~~2020~~ 2021 GWS was an outstanding success completing two top 12 run-offs and three timed runs for all. Unusually it was our last speed event of 2021 and now also in 2022 as well. Can't wait.

Matt Nichols

MX5 Challenge

The final race of the MX5 Challenge calendar for 2021 was the Great Western sprint in October. Going into the race there was tight competition at the top; Pekka Tulokas and Ollie Jenkins were neck-and-neck in terms of points and number of wins (3 each), potentially having to go to the third tie break to decide the winner.

In fact, unless Ollie was able to beat the unstoppable Matt Parr on his home turf, Pekka would win the championship for the second year in a row.

It was a perfect day for racing; dry and slightly chilly, but the morning mist cleared up pretty quickly. Castle Combe was hosting competitors from the British Sprint Championship so there were a lot

of interesting cars to see in the paddock. For some reason the MX5s and 2 litre cup competitors were tucked away in a row of their own, I'm sure it was a coincidence and not planned!

The morning went quickly, with Matt Parr leading practice and timed runs, Ollie Jenkins behind and Aaron Sharp rounding up the top 3. Michael Bartlett struggled with a dodgy ABS sensor connection in the car shared with Pekka Tulokas resulting in a lock-up on the way into Tower - captured by the live stream as evidence.

Matt Parr continued his domination of Combe after lunch, having already beaten the previous class record by 6.51s in his first timed run, though not able to match his time in the second timed run. Ollie Jenkins had a devastating lap after lunch, losing his front left-wheel due to a



Cropped screenshot from the live-streaming provided by Speed on Screen at Castle Combe showing Michael Bartlett's lock-up going into Tower.



L-R: Ollie Jenkins and his 3-wheeler, 2nd overall; Matt Parr in the car owned by Chris Parr, 1st and Aaron Sharp sharing another podium in his first full year in the challenge, 3rd.

sheared hub, meaning the overall MX5 championship win went to Pekka (though not in the way he wanted, I'm sure!).

Thomas Alderton continued to be the fastest MK2 on the track and the only non-MK3 to break James Hurford's long standing class record at Combe. James and Nick Lear struggled in their MK2s, suggesting that the MK3s have an advantage at Castle Combe.

Despite the loss of a wheel, Ollie Jenkins

retained his second place behind the inevitable win by Matt Parr. Aaron Sharp came third, with Pekka Tulokas 4th, Michael Bartlett 5th, Thomas Alderton 6th, Chris Parr 7th and James Hurford and Nick Lear completing the group.

The 2021 MX5 Challenge has been a varied, competitive, fun and rewarding experience for all involved and huge thanks go to Andrew Thompson for organising the calendar. Aaron Sharp completed his first full year in the MX5 Challenge and I pre-



James Hurford with a huge smile on his face at Cheltenham Autosolo, photographed by George Thompson

dict we will see him a lot more on the podium next year! Ollie also completed his first year and showed how naturally talented a driver he is, taking to new circuits easily, though sadly we won't see him competing in 2022 - but I think his car might be!

If there was an award for most dedication to getting to venues it should go to Thomas Alderton, who travels all the way from Portsmouth to attend events. His family and friends also provide entertainment giving him support and shout-outs from afar.

Pekka Tulokas for the second year in a

row won the overall MX5 Challenge. Phil Oliver was the Class A (MK1/2) winner, with Thomas Alderton 2nd and Mike Lear 3rd. The Class B win went to Ollie Jenkins, with Michael Bartlett 2nd and Aaron Sharp 3rd.

Overall there were 21 different competitors in the challenge; some favoured the Sprints, some the Autosolos and some the Hillclimbs, but I think it's fair to say all had fun. If you want an affordable race experience with a friendly bunch of people, take a look at the MX5 Challenge: <https://www.mx5challenge.co.uk/mx5challenge/>

Mary Bartlett



Top: Thomas Alderton and his incredibly shiny car, at Wiscombe Park Hillclimb, photographed by Nigel Cole. Bottom: Pekka Tulokas at a very moist Llandow Sprint photographed by Tony Smith



GOMW Big day out

The Guild of Motoring Writers (GOMW) annual big day out must be the most pleasant track day in the history of all track day events.

Each year a car manufacturer sponsors a weekday track day for professional journalists and writers. This year it was Suzuki and as with the last several years the event held at Castle Combe Circuit. Which is more than a little convenient. Now, hands up, my connection to GOMW, who to be a fully-fledged member require you to earn most of your income through writing, is a tad tenuous. I'm an Associate member. Still, even if the track day isn't quite to your taste, there is always afternoon tea at President Nick Mason's afterwards.

This year I decided to trailer the TVR, which provided an unexpected benefit which I'll come onto shortly. Having unloaded and enjoyed a complimentary ba-



Alpine A110 1.8T looking good



Talbot Lago was anything but slow

con butty (see what I mean) we were briefed by Castle Combe Saloons star and ex-Touring Car driver, Tony Dolley. The day would be run in groups that had already been decided and the only way to describe each of them, eclectic.

In ours we had a Talbot Lago, Morgan +4, Volvo 460, Austin A30, Porsche Cayman and a Cadillac. My plan was to initially run in the new Mintex M1155 brake pads I'd just fitted that required eight medium pressured applications, each slowing the car from 90mph to 30mph. I explained what I was doing to the marshals present and went out last in the group with the hope of completing that in one lap. Prob-

lem being that I caught the A30 almost immediately so extended that to two laps before coming in to allow them to cool. Unusually for me, I had both read and followed a set of instructions to the letter.

It worked, 75mins later for our second run they were nicely set, and I could really push. It was great fun and the TVR ran well all day, with the only thing that I noticed being it was still spitting some water out of the new expansion tank and cap. I had added more water just before the event so whether that meant it was just too full, I don't know. I'll have to keep an eye on things. All the gauges were spot on, and performance strong all day. Final drive gearing was also good for Combe being on the rev limit going into Avon

Rise which in theory (I know...!) is around the 120mph mark.

Returning me back to that unexpected benefit of trailering the TVR. I could unhook the BMW from the empty trailer and invite Tony Dolley to sit in the passenger seat to provide some instruction. Tony was great and even though the 330Ds hapless M-Sport brakes cried 'enough' after 5 or 6 laps, I had learnt much to try out in the final session with the TVR. It was amazing, I was no longer fighting the car as much or barrelling into corners too fast. I didn't time any of the runs, so GWS will be the first opportunity to see what difference it all makes. But things did feel much better.

Matt Nichols



Racer and author Jeremy Walton re-united with the ex-Lauda/ Walkinshaw Capri 47yrs after he jointly secured 13th O/A at a Spa 24hrs. Inset A30.

Warning - Sprinting is addictive

Matt asked me to pop an article together for BMC and I'm very pleased to share my experiences with fellow club members.

Around 1997 I decided to purchase and build a kit car. At the time a Caterham was around £9k, a Westfield £5k but my budget stretched to a Robin Hood at £750 and a knackered mk4 Cortina! Over two years I transformed this into a rather nice looking kit car, full of Wilton carpet, oak dash and comfy seats and I was very proud of my creation. In the intervening years between 2000 and now, I went from a bottom of the class club event at Scammonden Dam to British Sprint

Champion, and what a fun 20 years they've been.

The Robin Hood quickly was stripped of all its luxuries in attempt to make it go faster and the Pinto gave way to a Zetec engine and I then removed Cortina sub-frames and manufactured my own suspension and eventually the Robin Hood was consistently beating Caterham's which as you can imagine put a few noses out of joint. This car was no longer deemed a kit car but a one off special so I thought "time to move on". I had a good Zetec engine and found a single seater racing car that was designed for Formula Ford Zetec it was only six years old and I got a loan to purchase from the Bank of Giulia (my long supporting wife).



Mid 2000s at Aintree photo by Steve Wilkinson



A Formula Ford with homemade downforce additions

I have developed that chassis during the last 20 years increasing its capability in all areas and had a fantastic time doing so. In the initial days it was a case of adding a front wing and rear wing and bodging a bigger floor and gradually times got quicker and took my first FTD at Curborough in 2002 - back in the days when you got a laurel wreath for such an occasion! And even managed a few British Sprint run off placings over the coming years, although I do remember one season when I was always 13th fastest and consistently failed to make the top 12 run offs.

Around 2010, I purchased from the late Bill Gouldthorpe his chassis and engine which was an almost identical RF96, predominantly so I could move from Zetec

to Duratec and fit some clever trickery from SBD. Bills chassis and my chassis were sister cars in a Portuguese Formula Ford team and over the winter I split both cars and took the best of each to build my current car. As the season loomed, I still hadn't sold the No.2 car that I put together from the worst bits, but with two weeks to go someone visited and the car was sold and shipped ironically back to Portugal and I'm pleased to say for £2k more than I bought Bills car!

The first thing to do was replace the glass fibre body work with carbon fibre. My good mate Martin Pickles made some superb moulds after repairing the body work and then we got these turned into carbon fibre by John Hansell of Fibrelyte. And so, it went from 26 to 5.5 kg. I did

go a bit silly one season and got the overall weight down to 391kg, however things kept breaking at this and I've subsequently found that a bit more strength has added reliability and we sit at 421 kilograms now which is still good for the 2 litre racing class and a cracking 307bhp normally aspirated Duratec, revving to 9200rpm. A lovely stat is that when I change up to the next gear, the start revs are 8000!

This chassis combination has been developed continually, but there are still many parts of 26 year old Formula Ford on it. I think the only reason I keep doing this expensive and addictive game, is that the car has more performance than the driver and I'm constantly the weak link in the chain.

5 years ago, with the help of Mark Bailey, I upgraded from a manual four speed LD200 gearbox to a JL 5 speed sequential. This was the first JL box in the UK and I benefited from the development work being done in the US for a race series. SBD supplied the gearbox control so at the same time we upgraded to fly by wire throttle bodies, paddleshift, new loom and air actuation system. The exciting day came when we had to set this new combination up and I distinctly remember Steve Broughton doing a fantastic job despite being in a lot of pain due to a tooth issue and the day ending in the dark driving up and down the industrial estate where his workshop is. I couldn't wait for the first event now I was a proper racing driver with flappy paddle gear shift changes!

Before this season, I had only one 3 Brit-



ish championship run offs the first being at Coombe in 2008. The previous week I had been at the circuit as my brother took his old Mercedes estate round on a track day but I paid to have some tuition and got the advice of an old Coombe sage. He taught me a wet line or two and due to the non aerodynamic nature of my formula Ford based car it has good mechanical grip and coupled with good tyres I managed to outperform some V8s that day and the memory is still very vivid and available on youtube. The other two run off wins have also been in the wet. 2021 however, we have had 11 run offs from the potential 32 available, as I say, life in the old chassis yet!

4 years ago, a significant upgrade to the performance of the car came when I became acquainted with Naser Teymourian, who was studying at Oxford Brookes

University and the aerodynamic performance of my car was his final year submission. He visited Nottingham several times and with a whole series of measurements and photographs created a CFD model which was run through the university computers in several iterations and he proposed a series of modifications. I then got them manufactured and the deal was to feedback the results. The following season with the same engine and gearbox my lap gains were between 1 and 4 seconds at every track! Believe in the power of Aerodynamics!

So why has 2021 gone so well I hear you ask? At the end of 2019 I shared my car for the weekend at Anglesey with Alan Muggleston of Triple M. The rest of the paddock ran a sweep stake as to how many runs it would take him before he beat me having never driven the car. And



2.4G longitudinally under braking at Blyton 2021 (Picture: Kim Broughton)



Just before I came off at Anglesey 2021 (Picture: Phil Hen)

for the answer, it was three! I knew this would be the case and I'd hope to learn how he would do it by use of the video and data logging on board. To find out, why don't you attend one of his days training courses held at the start of every season at Blyton. What I didn't anticipate was his continual adjusting of the car after every run for the whole weekend and the stunning improvement it made. The car I took away that weekend was a totally different car to the one I arrived with and the handling became phenomenal. I was left with a job list over the winter to go and extend the adjustment range which I did.

Whilst some competitors didn't seem bothered about competing in 2020 as there were no valid championships I was keen to get out, so that I wasn't rusty when we got to 2021. I also had a fresh engine from SBD over the winter of 2019 but nothing really changed on the car other than the adjustments as Alan suggestion and careful maintenance.

2021 saw more practice events, more testing and this paid dividends when it came to the British rounds. I had a surprisingly good start at the Blyton weekend with 4 run off wins, although this is my local circuit and I had lots of testing, but still was very pleased as it was against big V8 opposition. Unfortunately the V8 of Terry Homes and Graham Porret had a crash chasing my times and this left them out of action for the following weekend or so. But for the rest of the season, we have been within a few tenths of each other, sometimes Terry quicker, sometimes my 2 litre delivering the goods at circuits such as Anglesey & Knockhill but I have nothing in my armoury for the 250bhp deficit I have for the GWS where he beat me by 3 seconds.

As well as 3 V8's this season, there have been the more powerful Ecoboosts driven by Pete Goulding and Graham Blackwell. Again, some meetings we are a few hundredths apart but luckily I've been the right side! And finally, not forgetting the 2 litre competitors of Matt Hillam and Ste-

ve Broughton in their modern F3 Dallara, cracking competition all season and exceedingly close at times.

This year I gave up working full time – 58 years old you know, got to slow down at some point, and I think the 4 days weekends help. The closer it got to pulling off the British Championship, the more time I spent on checking and rechecking! The car has been 100% reliable all season, the only exception being at Knockhill with an alternator bolt breaking, but we lashed it out the way with a large cable tie with minutes to spare and did a qualifying run on battery power only. Mind you I needn't have bothered, as on my scoring run I put all the right wheels/tyres on, just not

necessary in the right order (to paraphrase Eric Morecombe). How on earth I didn't stick it in the tyre wall on launch I'll never know!

The Anglesey weekend, where I became the first 2 litre car to clinch the championship for several decades was wet. I had convinced my sponsor Telsonic to supply the 2022 tyres early to give me the best possible chance, so I had brand new Pirelli wets. I was a little overambitious of their capabilities in practice and in the pouring rain went off the track after I couldn't stop from 123mph, but no damage done. Qualifying was a more 'steady Eddy' affair, and so was scoring run 1. I kept it on the track and put enough



Beer time...! (Picture: Kim Broughton)

points between me and Matt, to make it impossible for him to overtake me. So, in the tradition of a good days sport and the season result, I withdrew from the event and started an alcohol rehydration program!

I had brought 30 beers and individual cheese portions to hand out to my fellow competitors and despite the rain we had a great afternoon. Mind you, I found more empty Tyskie cans in the trailer the following morning than I had thought I'd drunk. 9am, 4th car out and 140mph soon wakes you up, then time for cheese on toast from the camper van and an espresso! A good relaxed day and FTD to boot!

In case the British Championship came down to our last event, the rearranged GWS, I entered the $\frac{3}{4}$ lap Combe event the week before and kept it quiet for some sneaky practice. Cries of cheating from my fellow competitors, I'd call it 'initiative'! FTD ahead of the big V8 of Terry Graves set my confidence up for the following weekend.

As a thankyou for the season's success, I paid and shared my car with Alan Mugglestone again. He still beat me, despite him running first on cold tyres, but only by 0.8 over the 115 second run. My takeaway from the event was that despite the car feeling good, he was pushing with adjustments every run to make it quicker, such as lifting the ride height by 2.5mm was a good move!



Left to right, Alan Mugglestone, Martin Pickles & Steve Miles



2021 pots

Really looking forward to taking Giulia to the Dinner of Champions where the winners of all the MSUK national championships get their awards, and hoping for a selfie with Lewis! I think we might push the boat out that night and stay at the

RAC Club in Pall Mall – makes up for all those years spent sleeping in the trailer!

Steve Miles

Radical/ Lancer diaries continued

After the decent run in the Lancer at Clay Pigeon our focus turned to the last two events at Castle Combe, first the Pegasus Sprint and the GWS the weekend after.

On the Friday before the Pegasus I went to load up and I couldn't select a gear and the clutch pedal was very spongy. A quick check revealed a small puddle and no clutch fluid in the reservoir – Doh! I topped it up and re-bled it and it was clear the slave cylinder was knackered, fortunately not a complete failure so we

were able to do the event and keep an eye on it, I got a replacement in between the two events and it's sorted now.

We arrived at Combe for the Pegasus to thick fog, so bad you could hardly see the track! Luckily it quickly cleared and we had a good day finishing 6th/8th in class, Michael Bartlett put in a storming last run to pip Pekka in the mighty MX-5 TBO by a mere 100th of a second and take the 3rd in Class trophy!

Moving on to the GWS, this was the last round of the ASWMC Championship and



Not using that one again...



New floor going on

things were looking a bit ropey after our good start to the season taking records in the Radical, a decent haul of points from the class win at Clay kept me in it with Simon at risk but still in 2nd overall. Lucky again with the weather especially at that time of year and with an easier class than at Pegasus (no Dan Trotman or the MX-5 TBO) we set about getting as many points as possible. After a decent practice run we were 4th/6th after T1, but 2nd to 4th were only separated by 0.3 of a second, game on for T2 which

we ran before lunch!

The Lancer was feeling great so back out to put in a PB of 153.90, enough to grab 2nd in class and Simon improved to 4th in class with a 154.52. Such was the slick running of the event we got an unprecedented 4th run and unfortunately a car put some oil down just before my go so I was Captain Cautious on that run not wanting to go off at Tower, it was actually hardly anything but not worth the risk

as I didn't know. James Spicer put in a storming last run in his Civic Type R to pip me but even so was pleased with the 3rd place pot and Simon ended the day in 5th.

We then waited for the final points table to be released and was well chuffed to see I had taken the ASWMC Sprint Championship, as feared Simon was beaten to the second step by a single point by nevertheless 3rd in the championship was still a great result. It was certainly a roller coaster of a year...we ended up using three different cars in the end.

Whilst all of this racing was going on, behind the scenes wheels were in full motion dealing with the Radical rebuild and by mid November the chassis was back in my garage having had a small repair to the bottom side rail, expertly

done by Caged Laser Engineering who did an excellent job. Simon had sourced a replacement O/S side pod plus another front clip, the rest was fixable and booked into a fibreglass specialist who repaired all the damage to a finish good enough to apply the wrap to.

Radical supplied a new floor, side panel, brake pipe and a few other sundries, a new oil cooler, the wrap and anything else was gathered and it's now at a point of fitting the body and getting on with the wrap (end of November).

Not really relishing a winter in my unheated garage applying vinyl but the car is on the way back and hopefully we can enjoy a more complete season with less cancellations than this year. Take care and see you next year

Dave Greenslade



Look closely and you can see evidence of Simon laying down on the job (again!)

My wife Mary and I share an MX5 and our last event was the Great Western Sprint at Castle Combe. Ours was the car that caught fire during the third timed run.

I must admit it was a little concerning as I was driving next and waiting in the pit lane for my turn when on Mary's second lap the red lights came on.

Even more concerning was evidence of smoke at Bobbies chicane and then the high speed response car departing the pitlane - siren and blue lights deployed.

Looks a bit serious I thought. However the backup paramedic vehicle crew got on the medical channel for me and was able to confirm she was out of the car and ok.

So time to worry about the car now!

Anyway in the end the car was not a burnt out wreck, a very minor power steering fluid leak was ignited by a wiring loom short. It took a while to clean up the engine bay which was covered in extinguisher powder but the car is fine

and lives to fight another day.

We really just wanted to firstly thank the marshals and paramedics for their prompt action and to the scrutineers who came over afterwards to make sure we were ok.

Also we'd like to apologise to our fellow competitors for the extended delay we caused and for screwing up the prospect of a fourth timed run.

Thanks to Bristol Motor Club for a brilliant event and we hope to be back next year.

Even more concerning was evidence of smoke at Bobbies chicane and then the high speed response car departing the pitlane - siren and blue lights deployed....

Hugh Elliot

Nice to be back out in the Marlin after two years, it's just been sat in the barn since the last Allen in 2019 and was looking sorry for itself but with a wash, oil change and a check over saw it fit to pass it's MOT no problem with a couple of days to spare.

My co-pilot this time was Paul Sunshine, we were hoping for better luck as he was in the car when the axle and prop parted company on Travers in 2018 and blocked the following field for a while. Anyway I picked Paul up on the way and we made the chilly trip up to the usual start point, The Bull in Hinton. Bacon sandwiches and tea were duly dispatched and we waited for our start time to come round, the team here did a great job at organising everything.

First up was Tog Hill, usually an easy opener which was much rougher than in previous years but no problem for the whole field and the only hill cleaned by everyone. Next up Bitton Lane, restart for us here but again the dry conditions made it fairly straightforward, cue a second celebratory Wine Gum to toast our success. New sections came up next on the outskirts of Keynsham, one timed 'special test' and a usual observed section

called Fairy Hill. The special test is timed to provide a tie-break (along with another later in the day), little did we know at the time how these would come into play in the final standings. I made a mess out of the run, fumbling for reverse and putting us in the bottom third in class. The next section was tackled no problem and we headed towards the next section, Little Uplands, this proved to be the smoothest hill on the day, with all but one car making it up clean.

Guys Hill was up next with another restart and with the added pressure of the BMC Outside Broadcasting Unit streaming this live to millions around the Globe. Having been told everyone so far had cleaned it, pressure was on and fortunately we were up to the challenge and recorded another zero. Great job by Andy, Mike, Josh & Chris, the whole lot is now available to relive on YouTube.

My Nemesis was next, the infamous Travers. This hill has claimed countless victims and is usually one of the most difficult to restart on, the dry conditions only claimed a few fails and we made it up fine but it was very rough towards the top. Relieved and with Wine Gum in gob

we headed to the lunchtime stop at Chew Valley Lake.

Full of chips we headed off to the next section, Burlledge, the restart caught a few out but the extra ballast of lunch saw us make the top no problem and onwards toward Clutton and another famous section called Fry's Bottom. The second 'Special Test' was here but first was an observed section with a restart.

This proved to be much more tricky than the hills so far, much more muddy and more like conditions we were expecting. We got off the restart OK and headed up the section and towards a tree on the right...managed to dodge that straight towards another on the left...just dodged that as well and out through the top. Phew!

We moved onto the timed section next to a large brown pond, the time was important here but also avoiding a swim



Dave and Paul at the start of their 2021 Allen Classic Trial journey

was in my mind so we set off, got reverse no problem and set a time 4th quickest, that's better.

Finally a long road section took us back through Bath and on to my favourite section, John Walker. I could honestly just go up here all day although I don't think the Marlin would as it's a bit rough.

It starts downhill through a small Ford and then up a very rough stone section to a graded section between two gates, the track then turns into a clay pit in between large banks where the only option is to gun it and hold on. We were

up the large banks on each side at one point and slewed across the track but we made it up to much celebration...we'd done a clear round.

The weather was moving in quickly at this point so to avoid a soaking we headed off from there rather than the usual requirement to finish back at The Bull and got back home in the dry and tucked the Marlin back into the garage.

As it was still quite early we hatched a plan for getting some tea with the girls and headed off to the pub for a well deserved pint and Sunday dinner...great



Escort on the edge (Picture: James Benstock)



Important to maintain forward motion (Picture: James Benstock)

end to a brilliant day out.

Things got even better when the results came out, we'd only bagged a 3rd in Class and best BMC performance, to say we were chuffed at that is a massive understatement.

A huge thanks must go to Carlie, Pete, Mark, Tim and all the set up crews, the Marshals on the day who made the event so brilliant, it really is a massive undertaking and all the extra work

needed to clear trees from the storm just before the event, great work.

Also thanks to Paul who sat in on the day and bought the special magic hats which were the secret to our success...

Dave Greenslade

Life & Modern Times of a 1989 Ginetta G32

In June 2018, I saw an advert for an ex-Hillclimb Champion car which had been retired for some 6 years. An ex-Vince Hawtree, Ginetta G32.

The G32 is a Walklett brothers-designed vehicle and the first to be assembled by Ginetta in their new facility in Scunthorpe in 1988, having moved from Witham, Essex the year before. Records reflect that 115 G32 models (including some “soft-tops/cabriolet”) were assembled between 1989 and 1992.

Vince bought this car new in 1989, which came with a square steel chassis, bolted to a fibreglass body and fitted out with Ford Fiesta XR2 engine, running gear in the rear, steel doors & interior. He proceeded to comprehensively modify it over the years, with an approved roll cage and extra strengthening & fibreglass doors.

It ended up as a Ginetta Club Hillclimb winner for several years running and the subject of a Cars & Car Conversions (C&CC) test and write-up, having won their Hillclimb Championship in mid-1990s. I took it on knowing it may need a little refurbishment of the suspension, cooling and updating MSA Passport etc – it had not been taxed since mid-90’s and DVLA took a bit of convincing that it

existed as it should have been SORN’d. Coming as it did with twin 45 DCOE Webers, 2Ltr Dunnel Zetec, dry sumped, & mated to Quaife straight cut XR3 box and ATB diff, running 4.7:1 final drive. Cooling was a rear Ford Fiesta radiator (the original was moved to the rear).

The suspension is fully rose-joined on the front with adjustable coil-overs. Rear is modified Gaz Macpherson struts, which I had Gaz refurbish in Jul ‘18, with fully adjustable toe, camber & caster and roll-height adjustment. A rolling road session reflected 172bhp at wheels & 150Ft lbs of torque in a car weighing 740Kg with fuel & water. First outing was Wiscombe in Sept 18 on the slicks that came with it and managed 46.03 out-of-the-box. As they say, a good start & only a second and a bit behind my old Tamora! Next, I went to Combe, but the weather/fog shortened the day to just a T1.

Over the 2018/19 Winter, the first update was to design an alloy radiator and get Coolex of Nottingham to fabricate it. Next was to replace the belts for dry sump, water pump and cam, there is no room for an alternator, so I also purchased a Yellow top spiral AGM, 55 Amp hr (supplemented by a 50w solar panel, after each run). The Dunnel ECU takes maybe up to 3 to 4 amps for timing & spark, however, the cooling fans takes well over 10 amps sucking from rear

underneath the rear skirt rather than blowing out to the rear. The final mod was to source the steering stalks for indicators, horn and lights which had all been stripped out, then I re-wired/fused it for a road capable MOT.

It did take quite a bit of track time to set up, with subtle corner weighting after it needed 4 rear track control ball joints & a front track rod rose joint together with 4-swivel joints and new road pads, the previous pads were so wooden. Previous tyres were slicks, so as I wanted to use it on-the-road, I searched for 14-inch front

& 15-inch rear List 1B tyres.

Maxsport RB5s in soft compound were highly regarded, so they were fitted and have been fantastic. By early 2019, it was ready for some serious sprinting, so it was 2019 May Bank holiday that and I took it all the way up to Anglesley/Ty Croes. The Transmission is/was always noisy, being straight cut, but after the first day runs it was over 5-secs quicker than my previous MR2.

But the gearbox rattle/whine was getting



Trevor's C&CC featured G32 is now up for sale

louder and I even had a fellow Ginetta driver with a G4 & a Quaife box, listen to mine – he said it sounded quieter than his – well, 2nd day 1st practise and just before the end of the back straight on the International, it wouldn't come out of 5th until towed, when it was eventually persuaded to go into neutral, it was not a happy gearbox. Main shaft bearing had let go destroying fifth gear, crown wheel and casing. The hardest part was sourcing the correct XR3 case and getting Quaife Unobtanium parts through Burton Power (Quaife do not deal directly with Joe Public, be warned). Despite no promise of delivery, a box of bits ended up outside the back door in less than 2-weeks.

My friendly Gearbox specialist, Steve Ellis of BoA, did a great job and by Sept 19 it was ready for Wiscombe. First event was Julys' Dick Mayo, where it ran well getting down to 71 secs, but on T2 I was torn off a strip by Clerk of the Course as I missed two red flags! Rather sobering, as you are just focused on the next apex & I just didn't see the flags, honest!

Wiscombe in Sep was notable for 2-

reasons, I was asked to "sort" my exhaust as they measured me at 106 Db and on the second day and 2nd practice, the engine/gearbox subframe mounting let go, tearing straight through the mounting plate. A reinforced mounting



New exhaust lowered noise levels to

plate welded in and a new second exhaust box and I was ready for Combe in Oct 19, which proved a good fix, but

the weather limited the day after a foggy start.

Not a good start to 2020, as not only



to a Motorsport UK acceptable level.

was my wife was rather poorly, thankfully not from Covid, (she's much better

now!), which struck and all normal life & Motorsport stopped. By Sep 20, Shelsley Walsh opened without spectators, with remote scrutineering and it was good to try the G32 on a true Hill! A dry sunny day and a 35.61 put me 2nd to a TVR V8! Wiscombe followed in late Sep 20 along with a 45.59 and no more motorsport until Apr 21.

In 2021 I started my 5th year in Classic Marques. It has an Algorithmic handicap calculation for power & weight, but also adds the weight of the driver! All done in Northampton Motorsport facility. For 2021 there were some 60+ entries. Wiscombe in late Apr, with a sorted wire-locked weber venturi nut, another spectator free meeting and a reasonable turnout for Classic Marques. A dry weekend but a "green" hill impacted everyone, but I was very pleased for two CM class wins, 46.44 and 46.09 Sat & Sun and 2 x 25-CM points.

I managed to blag another non-CM Wiscombe weekend in mid-May. But having had my "sights" for some time on my next

project car, a Ginetta G40R for the "future", things moved rather quickly and I bought it. Perhaps more on that



Ginetta G32 spoils from Classic Marques

‘Project’ in another episode?

Following on from Wiscombe, the G32 & I were booked into Classic Marques at Prescott in mid-June and the G32 was home again on a hill – two days and a 50.9 sec climb on Saturday. Sunday was typically damp. In mid-July Classic Marques took me to Shelsley Walsh and a PB in the G32 of 34.77, only a second behind my PB in a 380 BHP TVR Tamora. Interestingly with rear engine and RB5s, I managed a 2.19 sec 64-foot time!

That gave a 3rd place in CM, behind two V8s!! Onwards to Loton Park early Aug with CM again and a best of 63.23 on a damp weekend, coming 12th on Sat & 16th on Sunday out of 29 CM entrants. Late Aug saw CM at Gurston Down and we managed a 38.3 on Saturday for an 8th from 18 CM’ers, but on Sunday the dreaded rear wheel steering appeared and I headed home early. It turned out an original rear wish bone rose joint needed replacement, one I had not thought needed replacing 18-months earlier.

A pretty consistent set of times around the Hills in the G32, so much so for 2021, I ended up winning the Classic Marques Hillclimber Of The Year by 0.07 points from my best 8-events from a Honda S2000. I also won the CM Ginetta Class (5-others) and for some voluntary clarifying of my Rolling Road figures, was awarded the CM Sportsmanship Award. Next year 2022, CM, a link to the Club is here:

<http://www.cmscc.co.uk>

has already a provisional Calendar of 33-events, yes 33!! My G40 is still work-in-hand, so the G32 will, for part way through next year, be my choice, but if someone wants a tried & tested and a very competitive “small” car, I may be persuaded to sell it earlier. It has an Engineers Report for insurance purposes for a value between £8K & £9K, & a trailer may be available? Happy to discuss?

Trev McMaster



Street Artist's handiwork for Amigos Beer on a G40R.

Ferrari thrill experience

The start of this story dates back to December 2018 when my generous and then 19yo daughter, Ashleigh, bought me a Virgin Drive Voucher for Xmas. I'd never done anything like this before and a lack of action saw 2019 come and go, 2020 put on hold, before finally in August this year I turned up at Silverstone and had an amazing time.

Although the voucher would have expired December 2019, for a modest fee I remembered to extend it to December 2020 by which time Virgin had published a statement on their website saying that due to the pandemic all vouchers would be valid until September 2021. Pretty decent of them.

Booking wasn't online as such, only checking availability and getting the code itself, after that I was emailing the Drive team at Silverstone which took days if not a week between replies when all the time the clock was ticking and 22nd August pretty much my last available date before voucher expiry. The good news was that date held firm and so at around 12.30pm on that joyful Sunday we headed off towards Northamptonshire.

Now, I must admit, I didn't quite know what to expect. Were we driving or parading? Also, on arrival I was pretty much the only person present with their own crash helmet and gloves. We were going to be driving one half of the GP circuit based out of the pitlane entry end of the Wing, which was pretty-cool and a long drive around the outside of the track just to get there. Blimey if BMC was based near Silverstone, we'd never be short of an AutoSOLO venue, there is potential to hold one virtually anywhere.

In the middle of this half of Silverstone circuit is Stowe Circuit, which was being used for Single Seater driving experiences, starting slow behind a pace car before the bravest soon had a bit of a lick on. Also, on the other half of the GP circuit based out of the original pitlane was a full-blown race meeting. It always amazes me how you can hold two events on one track, but at Silverstone you can.

The circuit is split in half such that we exit Village and instead of turning left around the loop towards Aintree, use a link section to cut through to the exit of Chapel before turning 90 right onto the Hangar straight. With the separate race meeting entering Maggotts before turning



Poised and ready to go in the black No.12 F430 (Picture: Julia Nichols)

right onto another link section through to Aintree and onto the Wellington straight. Neither of us would use Becketts.

Drive themselves had 3-4 Ferrari F430s and a further 3-4 Aston Martins out, with a Porsche experience day joining in as well. So, all in all quite busy on track. The Astons were all left hookers, adding to the challenge. I was due out in their black No.12 F430 with the auto-manual paddle shift gearbox. A car boasting just shy of 500bhp @8,500rpm from its quad cam 4.0 litre V8. Although with a rev limit set at 6,500rpm we would likely see up to

80% of that. Still pedalling someone else's Ferrari around Silverstone with up to 400bhp on tap ticked my boxes.

The organisation on the day was super slick. At precisely 3.20pm my group of 10 -12 drivers were escorted to a conference room for a rudimentary driver briefing before meeting our other halves in the pit garage area. We were all free to watch from anywhere in the pitlane area and as an avid F1 fan, it was just nice to be there to be honest.

Stood resplendent in my Motorsport UK stickered crash helmet and bright red fire



Getting past the Aston before heading back towards the Hangar straight

resistance gloves and therefore standing out a bit, the question was finally asked, so what do you race in then. I explained, and got an OK then, I'll tell the instructor before you go out. Now bearing in mind some of the other drivers were complete novices, what happened next was nothing short of a miracle.

First, Anthony, my young racing driver instructor, with all the mirrors pointing his way got us safely out of the pitlane exit to slot in behind another F430 already on a lap. We tracked that car

onto and down the Hangar straight matching each other's speed exactly. What that taught me immediately was that the F1 inspired Ferrari auto-manual box is a thing and a half, it's just like the paddles pull real cables such is the mechanical feel. Nothing like the ones in my 330D. Please note BMW.

Each up or down change was brutal, it literally banged the next gear in. 6,500rpm is also straight up on the rev counter the top of which houses the indicator showing which gear you're in.

As you sit quite low in the car it all faces you perfectly. From halfway down the hangar straight it was a case of 6,500, pull on the right paddle, bang for 5th, then 6,500, pull, bang, 6th before pulling on the left paddle twice quickly in the braking area for Stowe, bang, bang, 5th then 4th.

Both cars tracked each other into Stowe at what I judged to be a safe distance, but it wasn't working, the F430 in front was really slowing, we were catching each other fast before Anthony shouted on the exit 'go right', I went right but presumably under similar instruction from the inside the car in front, it did the same. We were now very close together indeed. Anthony then shouting 'go-left and go'. I went left, also keeping a tight line and braking late into Vale before tackling Club.

We were now free, a clear track ahead and Anthony was not holding back, 'power, wider, use the track. Go. Good'. I'd driven this car for less than one mile, made no more than ten gear changes and braked four times and I was now driving it completely flat out to the rev limit set. How utterly brilliant is that.

We next caught one of the Astons around the Farm Curve approaching Village. Anthony this time shouting 'go-right' and as he stared through the side window at the other car to signal our move, we both hit the braking area at precisely the same time, but our car was not moving ahead. I literally had to park the Ferrari on the apex to make the point the corner was ours.

A clear track ahead again left us braking way later into Stowe and really starting to press on, it was superb, there was even tyre squeal around Club coming back onto the start-finish straight. I loved it and came in at about the right time having gone wide on the exit of Stowe on our final tour, this time the mid-engine Ferrari squirming around under my later braking efforts, you could feel the weight of the engine pushing from behind.

The F430 was a joy, Anthony an absolute star, whose final comment was, I thought you did alright there, I'll take that. A quick look that evening on Autotrader confirmed that prices start from around the £74,000 mark. So, I think the old TVR can feel quite safe in my garage, for now at least.

Matt Nichols

Drive-By

“Crikey, how much?”

Oh yes, the astonishing latest fuel costs really are something to groan about, and I did plenty of grumbling when I was recently obliged to cough up a penny chew less than £1.50 for just a litre of diesel sludge from my local supermarket’s fuel station.

Given that we stuck to our guns and never adopted measuring travelling distance by the kilometre used pretty much everywhere else on the planet, and stuck with the, brilliantly good for centuries, statute mile, I presume we started selling fuel by the litre as a sop to the EU (probably after previously blithely signing up to yet another lengthy tome of unread legalise that had been generated by some of Brussel’s overpaid bureaucrats with too much time on their hands) and £1.50 per litre doesn’t sound too horrendous if you say it quickly, and certainly infinitely more palatable than the same cost in good old fashioned gallons which works out at a mind-boggling £6.76 a gallon, dear God!

I’ve heard a number of reasons and rationales being purported for the current cost of keeping the fuel tank wet in your chosen jalopy: Brexit, Covid, troubles in the Middle East and opportunistic price setting by the OPEC nations being principle among many, but

personally I blame the...? TV News broadcasters.

Why TV news broadcasters? Because if you think back over the period since the first lockdown, even allowing for the main protagonists in my previous list, our fuel prices were reasonably stable throughout.

Stable that is, right up to the point that the TV news people decided that a few petrol stations in the London area running out of unleaded due to some minor delivery issues was worthy of a major report slot on prime-time evening national news, because, you know, London. Report evening after evening after evening...

“No need to panic” said all the experts involved, “there’s plenty of fuel and no problems anywhere else in the country”.

Fine in principle, but the great UK public promptly decided that Armageddon was obviously descending upon us all and that a full tank of fuel, even if it wasn’t their usual time for their fortnightly top up, was their absolute priority above all else in their lives and, ‘et voila’, constant queues at all the petrol stations in the nation and, now, a genuine fuel shortage for the TV news broadcasters to bang on about as the fuel suppliers struggled to keep up with this near instant maximum

demand. Bang on about evening after evening after evening...

So the rest of the world can't generate enough news items? No worry, said the broadcasters, we understand how the Great British public react to a fuel shortage, real or imagined, so we'll make a mountain out of the proverbial molehill and milk it for weeks.

And, according to the immutable laws of commerce, what happens if demand outstrips supply? Yep, the price rockets. Well done, several weeks of what should have been non-newsworthy event that made the rest of us just a little bit poorer. Still, could be worse. I was recently reading in a copy of one of my monthly classic aeroplane magazines about a chap who owns and flies a refurbished example of an early post-war Hawker Sea Fury.

The Sea Fury is one of the last of the piston-engined fighters and became operational at just about the same time as the early jet fighters that heralded the new era of powered flight. Capable of achieving 475mph in level flight and with a rate of climb that could outstrip some of those early jet contemporaries, the Sea Fury was fitted with an 18 cylinder, Bristol Centaurus sleeve-valve radial engine of around 2,500bhp.

How do you get a reliable 2,500bhp from an engine? Well, even allowing for strapping on a whopping great supercharger, as our American colonial

cousins regularly say 'there's no replacement for displacement', and in the case of the Centaurus engine, this means a capacity of 54 litres (yes, 54,000cc).

And with great power comes great, uhm, well, fuel consumption, not surprisingly. In this case a drink problem that disposes of nearly 100 gallons an hour when merely cruising, and rising to well over 250 gallons an hour if you're trying to dispatch some baddies and have the throttle pegged at full combat power – and around £30 a minute if aviation fuel is priced like the current high street costs for unleaded. THIRTY POUNDS for each and every minute, or £1 every two seconds. Blimey, and I thought my old Jaaag was a bit of a wallet-rinser!

Aircraft magazines aside, my current bedside reading is a book written by Callum E. Douglas and entitled 'The Secret Horsepower Race – Western Front Fighter Engine Development' and which uses archive information to investigate British, American and German military aircraft engine development during World War 2.

The author is a highly qualified engine designer who has worked in FI for a number of years and the book is an absolutely fascinating insight into aircraft piston engine development during its greatest period.

With the three featured nations entering WW2 with aircraft engines of around 30

litres capacity and rated at about 1,000bhp (the single-stage, single-speed supercharged Rolls-Royce Merlin engine was 27 litres and chucked out 1,050bhp in 1939), the race was soon on for the next generation of engines with a requirement of around 2,000bhp and suitable for combat at ever increasing altitudes (control the height, control the fight).

The British promptly set about developing a two-stage, two-speed supercharger for the Merlin engine which then got delayed into operational use as the designers at Supermarine struggled to redesign the Spitfire for this longer engine (the supercharger was placed at the rear of the Merlin).

An interim Merlin was swiftly developed which had a single-stage, two-speed supercharger which didn't add length to the existing unit, and Supermarine set about developing the Spitfire mark IX specifically for this revised Merlin engine, bringing in the full-fat two-stage, two-speed unit in later marks of Spitfire.

America was somewhat behind the curve as they preferred radial air-cooled engines over the water-cooled inline units used in Europe which, although capable of prodigious horsepower at low level, did suffer from a drastic drop in performance at increased altitudes due to poor supercharger design. America was leading the way, however, with development of the exhaust driven turbocharger.

Now, Germany. German military aircraft engine development was banned by the Treaty of Versailles at the end of WWI and they spent the period after the Nazi's takeover of the country in 1933 playing catch-up and with practically unlimited resources as good ol' Adolf appeared to have some plans and had decided that the Treaty had gone on far too long...

So Germany entered the war with a couple of really competitive engines, the Daimler Benz DB series and the Junkers Jumo design, and BMW was progressing rapidly with its design for a 2,000bhp air-cooled radial engine which was eventually installed to the superlative Focke Wulf FW190 fighter which gave the RAF such a shock when it entered operational service.

Given the continued practically unlimited budget and the German reputation for engineering excellence, how did they ultimately fall behind so much that from 1943 onward, they weren't able to field competitive fighter aircraft in anything like the numbers needed to maintain their operational requirements?

Two items stand out as the reason for the problems with German aircraft engines in the mid to end of war period.

Firstly fuel. All three nations had recognized that a higher octane rated fuel would give a considerable performance boost and developed 100 octane fuel at the start of the war to take over from the then standard 87 octane in common use. The problem being that Germany

had nothing like the access to natural oil reserves that the allies enjoyed and relied on a process of refining oil from coal which was then refined further and suitably blended with additives to provide the aviation fuel.

The problem with this fuel was that it required a much higher content of Tetraethyl Lead for use as an anti-knock ('Pinking' as we would know it in car terms) ingredient, typically at least 50% more than the allies needed to use in fuels refined from natural oil. And the problem with this was? Tetraethyl Lead when burnt in an engine is highly corrosive, which brings us to the second problem Germany had with its military aircraft engines – materials.

The main material for use in engine exhaust valves which resists such corrosion is Nickel, and the world's primary supply of Nickel comes from... Canada, one of our mates, not theirs. Nor did they have access to the materials or processes in place for the manufacture of high quality engine bearings that would function best in highly stressed aircraft engines.

Consequently, a huge amount of German military aircraft engines suffered failures of one sort or another and not making even 100 hours of running time in operation use, something not bothering the allies who only carried out 100 hour checks of their engines.

And when it comes to the 100 octane fuel itself, in 1942 alone the Allies air war

in Europe consumed around 1 million tons of this fuel. The Germans only managed to produce around fifty times less and were predominantly reliant on the older 87 octane which was easier to manufacture and didn't cause the engine problems of using their 100 octane fuel reserves.

There we have it, and, probably unknown to most of us, the reliability of modern car engines owes a great deal to the work done by all three nations in WW2. There are even German WW2 aircraft engine developments which are used today to provide performance and reliability in highly stressed engines like those used in F1, they just needed the high quality materials to make it work.

Finally, Santa Clause. As we're at that time of year again, some bright spark (presumably with far too much time on their hands...) has recently worked out that Santa must travel at just over 2 million mile an hour if he visits all the children over Christmas Eve.

Really? Looks as if we should forget any form of engines and invest heavily in Reindeer!

Right, must go, happy Christmas everyone, hope you have a peaceful festive season and I'm now off to Lapland to see just what we're missing with this Reindeer powered hypersonic transport thing.

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, a section titled "Sign in to Bristol Motor Club" contains two input fields: "Username" and "Password". The "Username" field has a red border and a message "You must enter a username" with a link "Forgotten your username/password?". The "Password" field also has a red border and a message "You must enter a password" with a link "Have a password reset token?". A blue "Sign In" button is present, along with a link "Problems logging on?". To the right of the sign-in fields, there is a section titled "Not a member yet?" with a message "Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription." and a green "Register here!" button. At the bottom of the page, there is a small copyright notice and a privacy policy link.

Information Subscriptions Events

Bristol Motor Club
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

Username
You must enter a username
[Forgotten your username/password?](#)

Password
You must enter a password
[Have a password reset token?](#)

[Sign In](#) [Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription.

[Register here!](#)

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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 PAGE

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? <i>(Delete as appropriate)</i>				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.



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 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

Contact Andrew on 07916 723 648.

2022 Provisional Calendar

Date	Event	MX5s	2L Cup
Friday 28th January	Winter NavScatter		
Sunday 10th April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 23rd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Sunday 24th April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Tuesday 3rd May	General Meeting & Buffet		
Sunday 22nd May	Wroughton AutoSOLO	Yes	
Sunday 5th June	Pembrey Sprint	Yes	
TBC Weekday June	Llandow Track Day		
Saturday 25th June	Llandow Sprint	Yes	Yes
Tuesday 5th July	Summer BBQ Club Night		
Saturday 23rd July	Dick Mayo Sprint	Yes	Yes
Sunday 24th July	Classic and Performance Parade		
Sunday 14th August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 3rd September	Wiscombe Park Hillclimb		
Sunday 4th September	Wiscombe Park Hillclimb		
Sunday 11th September	BMC AutoSOLO (Wroughton)	Yes	
Saturday 24th September	Manor Farm (Woolbridge MC)	Yes	Yes
Saturday 25th September	Manor Farm (Woolbridge MC)	Yes	Yes
Saturday 8th October	Great Western Sprint	Yes	Yes
Friday 21st October	Autumn Navscatter		
Sunday 13th November	Fedden Sporting Car Trial		
Sunday 27th November	Allen Classic Trial		
Tuesday 6th December	General Meeting & Buffet		

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