

Magazine of Bristol Motor Club

Driving Mirror



January - February 2022



Who do you think you are

Inside: Datsun 240Z - 2022 MX5's - Gold Star - Exeter Trial

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Cover shot by Ben Stapley



**Recognised
Club**

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**The next Driving Mirror deadline is
Friday 1st April 2022.**

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

Chairman's Chat



Without wishing to jinx the whole situation you'd have to say that Covid wise things are looking up. With 60%+ of the population (over 12yo) triple vaccinated, the last variant wasn't as impactive, with the hope being of course that the next Lancia (sorry Greek) named variant follows that trend too.

2022 is therefore looking like it will be a very good year, once of course we no longer need to heat our homes. Roll on spring. In the meantime, try not to cry into your beer too much when that energy bill lands. Ouch.

I have to recognise the sterling effort of our Treasurer, Mark Tooth, who in amongst Christmas and New Year celebrations has managed to present our 2021 accounts to the accountants. He's also moving us from Sage to Xero. No peace for the wicked then, thank you Mark, very much appreciated by everyone here.

Whilst appreciating the efforts of key individuals Andy Thompson also springs to mind. Andy is both our MX5 Challenge

organiser and Membership Secretary. In both roles he just gets on with it. Even maintaining twelve MX5 rounds last year despite late event cancellations. That's of course on top of sitting alongside his 14yo son, Harry, whilst they AutoSOLO their Micra. Well done Andy, very much appreciated.

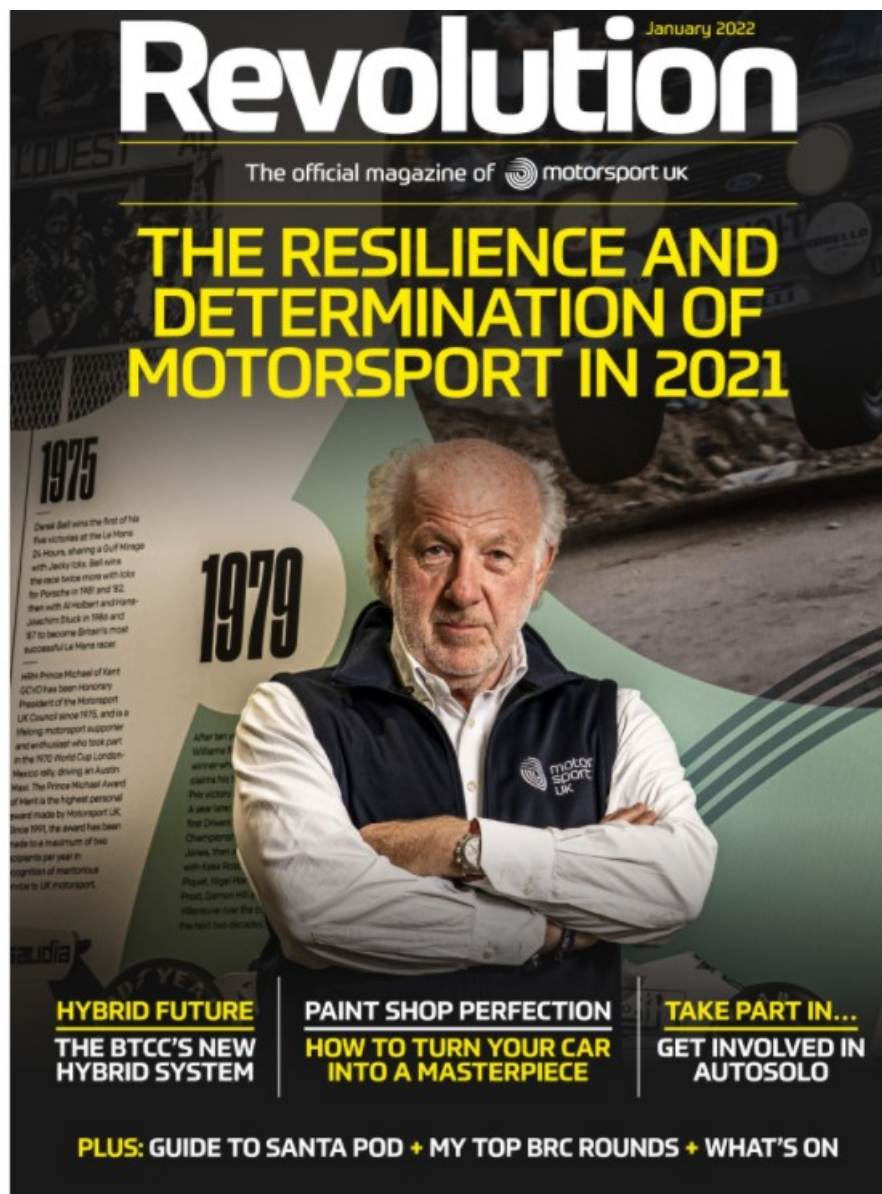
I could, and probably should, continue on this theme as many people within our club go the extra mile (or ten..!) so that we continue to lay on Motorsport events, as well as support others, all over the South West of England and South Wales. Keep it up team, you do a brilliant job.

In the magazine this month Andy Laurence asks us all to speak about Motorsport to one new person each month. He's done the math, and it adds up to quite a lot of people. Jon Bingham explores Cornwall's more obscure road signs. Ben Stapley shares his Datsun 240Z's remarkable back story, Tony Streeting shares his day out at the Gold and Silver Star Trial Final, Dave Greenslade describes his and Simon's winter work on the Radical, Mike Smith enters his MR2 into the Exeter, and Chris Dymock moves some very large old furniture using Vauxhall's finest.


Matt

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

motorsportuk.org/revolution-magazine/



Revolution January 2022

The official magazine of  **motorsport uk**

THE RESILIENCE AND DETERMINATION OF MOTORSPORT IN 2021

1975
Derek Bell wins the first of his five victories at the Le Mans 24 Hours, sharing a Gulf Mirage with Jackie Oliver. Bell wins the race twice more with Oliver for Porsche in 1981 and '82, then with Al Holbert and Hans-Joachim Stuck in 1984 and '87 to become Britain's most successful Le Mans racer.

1979
After ten years of service, the Prince Michael of Kent GCIO has been Honorary President of the Motorsport UK Council since 1975, and is a lifelong motorsport supporter and enthusiast who took part in the 1970 World Cup London-Mexico rally, driving an Austin Mini. The Prince Michael Award of Merit is the highest personal award made by Motorsport UK. Since 1991, the award has been made to a maximum of two experts per year in recognition of meritorious service to UK motorsport.

HYBRID FUTURE
THE BTCC'S NEW HYBRID SYSTEM

PAINT SHOP PERFECTION
HOW TO TURN YOUR CAR INTO A MASTERPIECE

TAKE PART IN...
GET INVOLVED IN AUTOSOLO

PLUS: GUIDE TO SANTA POD + MY TOP BRC ROUNDS + WHAT'S ON

The ease of getting started

I don't know about you, but I always wanted to race cars from childhood. It was only whilst researching racing that I stumbled on a motor club and ended up competing in some of the first AutoSolos.

Years later, I stepped up into speed events and this progression means that getting into motorsport was pretty simple for me. I started off using my wife's Ford Ka, then invested in a competition car of my own as my interest grew, moving to new cars purchased for the discipline I wanted to compete in.

Whilst this was a brilliant entry to motorsport for me, convincing people who have fast road cars or have done track days that hooning around a load of cones on a deserted airfield is worth doing is hard work.

They look at Hillclimbs and Sprints and think that's more like what they want to do instead. And here's the rub. It's easy to find yourself doing innocuous changes to your car that push you into Modified or Libre when your car would still be below-par in Road.

Even worse than trying to keep up with

Simon Clemow and Dave Greenslade in their Radical, you also need a cage, seats, harness, Hans and all sorts to get started.

I've realised this issue many times and whilst I've partially solved the competitiveness issue with the Bristol Two Litre Cup, where cars compete together on a similar ruleset, irrespective of their category, the safety regulations remain unbalanced.

If each of us talks to one new person each month, that's over 2000 new people who know something more about club level motorsport and that can only be a good thing.

To that end, I joined Motorsport UK's Hillclimb & Sprint Committee to help define the strategy and regulations for the future of Hillclimbs and Sprints. I'm very interested in bringing new people into the sport, so I'm keen to hear how your progress was getting into speed events and what is stopping you if you're not having a go.

Of course, the biggest impact on new people in any discipline is to talk to new people about it. Perhaps, as a new year's

resolution, you could commit to talking to one new person every month about motorsport?

Maybe whilst making tea in the office or with some non-motorsport friends? If each of us talks to one new person each month, that's over 2000 new people who know something more about club level

motorsport and that can only be a good thing.

Andy Laurence



**BRISTOL
TWO LITRE
CUP**

**4 HILLCLIMBS
4 SPRINTS
5 VENUES**

2022

20 March: Clay Pigeon Sprint
23-24 April : Wiscombe Hillclimb
25 June : Llandow Sprint
23 July : Dick Mayo Sprint
24-25 Sep : Manor Farm Hillclimb
8 Oct : Great Western Sprint

2022 will be our 8th year of running the challenge. Over that time we've had six very worthy champions, driving all three MX5 variants, we have participated in many events across the South West and have had a lot of fun.

The series is open to normally aspirated Mk1, 2 and 3 Mazda MX5 and Eunos models and a completely standard road car is both eligible and competitive. The emphasis is on affordable fun, and excessive modifications are discouraged.

Our 2022 Challenge will again be run over 12 events made up of 4 x Autosolos, 4 x Sprints and 4 x Hillclimbs. If we get to run 12 rounds then the best 7 will count as we recognise we all have lives away from cars too. If we aren't permitted to hold all 12 events the championships regulations reflect how many rounds count depending on how many rounds are held.

If you're intrigued to what the events may look like from inside the car then I'd suggest you head over to YouTube and type in Bristol MX5 challenge to get an idea.

We managed all 12 rounds in 2021 by being nimble to the events we could attend so fingers crossed covid-19 restrictions will be behind us come the start of the season however if the organising clubs are permitted to hold the events we're confident you'll be in their safe hands judging by the measures we've seen in place during the past couple of years.

Class winners at each event receive a trophy. The championship winners at the end of the season will pick up awards at the annual Awards Day celebrations at the start of 2023. There's no cash prize, but you can't put a price on happiness and a round of applause.

If you're interested more content can be found in our www.bristolmc.org.uk website under Championships>MX5 Challenge> in the menu at the top of the page. If you don't find what you're looking for please do not hesitate in contacting me directly.

As I'm also our Membership Secretary so my contact details are in the front cover of this magazine.

Andy Thompson



A letter from Cornwall

We have moved to Cornwall and am spending much time on renovations to our bungalow. I haven't much motor related copy at present. I hope this might help.

We have moved to Bodmin to be near our daughter in our older age, at her invitation. We are really enjoying the Cornish pace of life and the beautiful countryside. We do miss our old friends and also proximity to Castle Combe. I haven't yet ventured to seek out the Camel Vale Motor Club.

<https://camelvalemotorclub.co.uk>

As you drive around (as a passenger) there are magnificent views and also motor related items that have escaped modernisation and conformity. You may recall the 'Impracticable for Motor Cars' signpost, a theme for hillclimb trials on the front cover of Driving Mirror 'It's that Time of Year'. In Lerryn there is an



equally stern warning, this time for lorries, now there's a thought!



Here is a rare road sign, warning of grounding by long lorries, near Bodmin. Maybe off-roading lorries up steep muddy hills is not such a good idea but I bet it has been done somewhere.





Next is a cast iron sign on the bridge in Llangwyllog. They made things to last way back when. The picturesque Tudor bridge which was built long enough to allow for floodwater but they hadn't planned the width for two cars!

Mileposts are much in evidence, this is a nice one with cast iron signs on both sides. Bodmin 20 1/4 and London 246. If travelling by horse I don't suppose 1/4 of a mile would have made much difference



unless the poor old horse was 'on its last legs'.

Another relic from past times is this very ornamental sign on the edge of Bodmin Moor, hey who you calling a relic? The sign carved on the pillar LISKÆRD, the Æ has not been used for a very long time. Fortunately there is a modern road sign as well. That one is in Bodmin. The final and rather full looking post near Okehampton.

Jon Bingham



Far Right: My entry for 'How many signs you can get on one post?' competition

Gold & Silver Star Sporting Car Trial Final

Just before Christmas the BTRDA contacted me and asked if I would be Chief Marshal for the Gold & Silver Star Sporting Car Trial Final on 22nd January.

Many of you will know the format for this from when the Club has hosted this event a couple of times in the past. However, for those that aren't familiar, the BTRDA Sporting Car Trial Championship runs throughout the year, apart from a short Summer break, and our Roy Fedden Trial in November is a round of that Championship.

As is the norm, competitors score points from the results of each round and the top 25 in that Championship at the end of the season qualify for the Gold Star Final and the next 25 qualify for the Silver Star. Added to that is usually the top 5 in the Northern Ireland Championship and there is the prospect of up to 55 competitors in the Final which is usually held on one of the middle weekends of the following January.

Added to that the annual Awards Presentation Dinner is held on the evening following the Final. The location for the Final each year alternates between established venues in the South, Midlands and North of England. Generally, I will get a call to assist with marshalling numbers if the venue is in the South West or Mid-

lands as Bristol MC's ability to provide a good number of experienced marshals is acknowledged and very well respected by BTRDA.

For 2022 the venue was at Crewkerne in Somerset only about 1 to 1½ hours away. Angie & I have marshalled there a couple of times including the last time the Final was held there.

Eight Club members made the trip and were able to cover 4 of the 9 sections, so not far short of 50% of the event – a really good effort. I managed to cover the remaining hills with other regular marshals from outside our Club but who nearly always support our Fedden Trial plus a couple of ex-Competitors and a few locals from Woolbridge Motor Club.

The day of course started with the obligatory visit to the booty van for a pre-event breakfast roll (and a really good booty van it was too!). Most of the Sections were laid out within sight of the paddock but there were 2 sections in the neighbouring field so those with a 4WD vehicle (thanks to Andrea & Neil for being one of them) drew the short straw with a short trek across a couple of fields to get there.

We had the conventional 2 rounds before lunch and one after but the event was able to start by 10am unlike our Fed-

den trial where we have to wait until after 11am following the 2 minutes silence.

The venue is mostly on a single aspect hillside but the Veale family are quite experienced at setting out twisting sections that initially meander around the lower slopes picking out the humps and bumps and with the liberal use of blank gates and a final climb into the bracken covered upper slopes.

Most sections only needed minor tweaking between rounds and there was a good spread of scores and only the drivers in top form were getting clears. Another visit to the butty van at lunchtime for a "free" lunch courtesy of a food voucher for each of us and then a short visit back to our sections and a reasonably early finish.

The tradition is that the results are kept

secret until the evening dinner but as the dinner had to be cancelled due to ongoing Covid concerns the results were calculated and announced at the end of the event. Simon Kingsley, one of our regular competitors at the Fedden, won the Gold Star and Jason Daniel, one from the past, won the Silver.

Thank you to Neil, Andrea, Martin, David, Ade, Chris & Angie who supported my call for marshals. From chatting to you all at the end it seemed that you had had a fun day. Hopefully Cari has recovered from the flu which prevented her from joining Martin & David on the day.

Next event for me is the 750MC Picadilly Trial at Frocester on Sunday 27th Feb so if you see this in time and want to help out marshalling please call 07801 415238.

Tony Streeting



Simon Kingsley, one of our regular Fedden competitors, won the Gold Star

Who do you think you are?

I have owned my 240Z since 1995 and continually tried to gather info about the car and its history as I believed it has a story to tell. After many years of digging and asking questions the following is what I have found out although there is still a gap that is proving elusive.

Rob Janssen had a tuning garage just outside Zandvoort race circuit in Holland in the 60's and 70's and was well known around the circuit and race/rally scene for preparing very competitive cars for both race and rally. He also had success as a rally driver.

He acquired 4 Monte Carlo Datsun 240Z recce cars from the 1971 rally and along with 3 friends, drove them back to his workshop.

Rob decided to see how they performed on the circuit and entered one into a race at Zandvoort, leaving it in rally trim and even with the rally tyres on. With a practice lap time good enough to put the car on the 2nd row of the grid for the race, he was impressed with the potential and built TKS 33 988 into a circuit race car without any help or sponsorship from Datsun/Nissan. He got a bit of sponsorship from Radio Nordzee and went racing.

Replacing the brakes with big floating discs and AP 4 pot race callipers all round as well as building a bias pedal box. He also modified the engine crossmember to allow for the lower track control arms inner joint to be relocated to reduce the bump steer. These items are still on the car now.

He also built another identical car for his friend Hans Earnst to race. This was TKS 33 986

He entered a few races at Zandvoort and Estoril and sprints at Welshchaps, but success was not coming to him as the car suffered various mechanical failures which sadly overshadowed his talent as a driver

Rob was also tuning and preparing various cars for the Dutch Datsun dealer team and various privateers. But during 1974 with an increasing workload in the garage and unable to secure any support from Datsun/Nissan and no access to the Nissan racing parts bin, Rob decided to let the car go to the Datsun Dealer Team.

Han Tjan was driving for the dealer team in various Datsuns with good results and got Jan Odor and Janspeed involved in preparing the cars.



Rob Janssen with the new look G nose 240Z race car

1975 saw Han Tjan driving the 240z with Janspeed sponsorship in the Group 5 European Sports Car Championship based mainly at Zandvoort with varying degrees of success. Moving from the Datsun 100A and 1200 Cherry's meant taking on the mighty unlimited cars. The competition was tough and the big De Tomaso, BMW Batmobile, Zakspeed Capris and Porsches were tough to beat.

Janspeed were experimenting with a mechanical fuel injection and slide throttle set up as well as a triple 48

Weber setup in a bid to increase the power of the engine with the eventual aim of going for a turbo engine. However due to being unable to keep the head bolted down the car never raced in turbo form but did trial it in practice.

Han Tjan also had contacts within Nissan and was able to get some trick race parts for the car that Rob had not had access to. He acquired 2 DOHC L series engines for Janspeed, however as far as I can make out they never used these engines as Janspeed were more focused on producing a turbo version of the 2.8 L

DATSUN blazes a trail to glory



Han Tjan, Nederlands kampioen 1974 en 1975 met 'n Datsun 1200 coupé in de klasse Toerwagens Groep II

Sacha Tamarinof en Jan de Groot, Nederlands kampioen 1975 Betrouwbaarheidsritten met 'n Datsun 120Y

Sponsors: Datsun Dealerorganisatie, Beverol, Janspeed en Dunlop.

The 1975 version of the car in the Janspeed colours

series SOHC engine. Han Tjan also managed to secure one of Nissan's blocks cast for the domestic race series with much thicker walls and extra strengthening webs internally. This is the block that is in the car today and now bored out to 89mm rather than the standard 86mm

1976 saw the car return as a right-hand drive car. I think that this was in order to gain more room on the left side of the engine bay for the turbo that Janspeed were trying to get working on the car. It never raced as a turbo due to constant head gasket problems.

Janspeed were also experimenting with a mechanical injection system and slide throttle assembly as well as the triple 48 Weber setup and had by now increased the engine to 2.9ltr. They were still running the big AP 4 pot callipers and floating discs all round that Rob had installed and had even got the disc conversion homologated

1977 saw the car return to Zandvoort with the big box arch bodykit that it still has today. I think it was inspired by the Zakspeed Capris that were racing in Europe around that time.

In 1978 the car stayed in the UK at

Salisbury with a couple of appearances with guest drivers (Alec Poole and Rex Greenslade) and some media publicity. Around late 1978 the car was sold to John Rich of Fourways Engineering in Kent who specialised in restoring Datsuns and Aston Martins. He used it at a few local hill climbs and sprints.

Bodiam hill climb was one he competed at, and this used to run up the drive to one of the Guinness hop farms. I think the main paddock was in the car park of Bodiam castle and they would send batches of cars up the main road to the start line. Valance School held an event on the school drive which he attended and there are photos of him at Brands Hatch, but it is unclear if this was a sprint or race.

In early 1980, a customer of John, saw the car and wanted to buy it so he could go racing. He also wanted it made road legal so he could drive it to the meetings as a fun road car. This resulted in it acquiring a chassis number from a scrap Datsun, a fresh coat of white paint and 666 appearing on the doors.

1983 saw the car sold again to Alun Carruthers in Tewksbury who ran it at Shelsley, Prescott, Gurston Down hill climbs and various track days. It appears from the state of the floors, bodywork



Taken outside Janspeed workshops. This was the final evolution of the car. As we run the car in Mod Pro class we can't use the rear wing as it would put us into Sports Libre. The 2nd car I believe is a promo car as it still has the standard dashboard, no scuttle panel vents and a couple of other minor things that support this. Sadly there is no sign of the promo car to date.

and chassis rails that the car visited the scenery more than once during this period and after snapping the crank at Prescott it also acquired a 3.5ltr rover V8.

The car was now bright yellow and back to being a pure race car although the lights were still on the car. Alan raced with the rear wing on the car until the regs caught up with him and by that time due to the V8 being installed, the car was

then moved to the sports libre class where the wing was allowed.

Following the untimely demise of the owner in 1995, I heard that the car was for sale and drove up to view it. After a few minutes deliberation I felt that I had to be the next owner but did not want the V8 so negotiated a price with the original engine. I had a 240Z that I had started hill climbing and felt it was time to move up to a full mod prod car.

Initially I spent the rest of 1995 cutting out some rust from the floors, made a new boot floor as this was missing completely along with the rear panel following an off at Gurston and making a radiator mounting as the front again had suffered from the rust worms.

There then followed many years of constant development and success in the car mainly at Gurston Down but also running for a few years in the Midland

Speed Championship and British Speed Championship.

Now the car usually has Steph Colvin and Hannah Stapley Bealing peddling it at various venues with me having an occasional guest drive when one of them can't make a meeting.

Ben Stapley



Paul Sedburn at Brands Hatch

No actual motorsport action to report this time, I did try but failed to get an entry into the Cotswold Clouds Trial due to it being massively oversubscribed. Still, that did mean another day in the garage and very close to the finishing line now with the Radical.

It's been a bit of a slog but apart from a few bits and bobs we are ready to test pending a full Geo set up by Josh Smith, handily at my place as he does home visits.

It's amazing how many little bits were damaged, there was nothing on the body that didn't need something repairing and as reported last time all undertaken by a fibreglass specialist, but the upshot was it was nearly completely re-wrapped.

The only original wrap we've not replaced is half of the rear body and the top of the left side pod. We'd managed to trim down the wrapping time by about half compared with the first-time round, but it still came in at about five

days just to apply the vinyl.

A few more days were required to sort out the long list of other things either accident related, or improvements carried out whilst the body was off.

One of which was tidying up the wiring and securing it all better than previously and covering it all in conduit (ED – so you can no longer tell a cobbler by his shoes in this case). Fortunately, the winter has been mild, so it's not been too bad down there getting it sorted.

Looking forward to getting out there again, not long now.

Dave Greenblade



From this...



...to this

Exeter Trial in an MR2

Paul and I ventured out for our first event of the winter at the Allen in November. We had some new rears to try yet again plus it was our first opportunity to try out some of the mods done without the chance to test during Covid.

It would be nice to report that all the work produced a dramatic improvement in our performance but honesty prevents me from doing that. We were better and we were the best of the MR2's but we were still near the back of the field. Great day out. Well organised trial up to Bristol's usual standard and the weather was fine as well. Thanks Pete and the team.

Early January saw us leaving Devizes at 12am off to the start of our annual adventure to the Wild West - Exeter Trial. As you would expect Covid raised its ugly head again and inevitably there were changes to the format. Gone was the run out from Cirencester to Haynes at Sparkford hence us leaving at midnight after managing an hour or two kip before we left.

The tests followed the normal form with a gentle start and a sudden pull on the choke chain at about 5am when we arrived at Norman's Hump and Clinton just a few miles from the Wiscombe Hill-climb. In the past we have failed/climbed/

retired at this challenge. This year we failed Norman's Hump. No valid reason, it just stopped.

Onto Clinton where we punctured and failed. Spirits were somewhat dampened when we left the area but successfully made breakfast with no further penalties. Daylight always makes a difference to the feelings of the crew and having refused Crealy Park's breakfast we called in for a McDonalds which offers a higher standard of rubbish.

During the day we ran along side a red X90 driven by one of the HSA Championship stewards so my focus was diverted towards my summer pleasures. Our performance on the daytime tests was much better than in the dark. We failed Simms only managing a few metres after the restart. So three fails and a finishers certificate were the results for our efforts.

Did we enjoy it – Oh Yes! The lakes to the main road after Slippery Sam had to be seen to be believed but had the advantage being that the MR2 arrived back in Wiltshire without the usual thick coating of Devon underneath and on top. We declined attendance at the Club supper and drove directly home. After a pint at the finish, we were home by 6.30pm. Apart from a replacement tyre there was no permanent damage to the car. Alt-



Paul and Mike crossing Fingle Bridge (Picture: Dave Cook)

though, it has taken a very large hammer and scaffolding pole to readjust the sump guard enough to provide sufficient clearance under the car ahead of the Cotswold Clouds this coming weekend.

We always felt Covid safe and were able to apply our own “rules” which probably took away some enjoyment of the event but the overall feeling at both the Allen and the Exeter was that competitors were all just so glad to be out again and to so to a degree we were all winners because we were there. Thanks to all who put in the hard work to make the events run and allow our enjoyment of

the sport again.

Have been to Haynes six times to start the Exeter but it has always been 3am so never have been in the museum. Took Fran to Lyme Regis for a couple of days this January and decided to put right the lack of support for the museum by calling in on the way. If you have not been to Haynes, it is a gem with a room of Williams GP cars and much more. Memory lane in cars. My dad had one of those and I learned to drive on one of these. Get the picture. You should go.

Mike Smith

Drive-By

“Good news darling, I’ve got the matched pair of chandeliers I bid for at the local auction house and they’ll look tremendous in the summer room. Oh, and I’ve also purchased a French Armoire from that that online sales site and it’s lovely and just needs us collecting it on Saturday”.

And there goes any notion I may have been harbouring for a quiet and relaxing weekend...

Yep, yet more tasks for yours truly and the motorised skip that cunningly masquerades as my Vauxhall Vectra and, with great forethought and not a little judicious use of a tape measure, as it’s highly unlikely that the surprisingly cavernous interior will accommodate an Armoire (Armoire – French lingo for bl*dy great wardrobe), I decided that it was time to interrogate the interweb and purchase a roof rack.

Some computer button crunching and a credit card battering later and in quick time a pair of roof bars designed specifically for my old workhorse were delivered to my door – less than 48 hours, brilliant, can’t fault this Covid-driven enhancement to the UK home delivery industry.

The roof bars clamp onto fixings hidden behind flaps located above each door and are designed to take a 75kg load which, according to the purchasing department of my local antiques emporium (commonly known as Lynnette), might be a bit marginal for an Armoire that’s about the same age as our house, blimey, what the...

And, as is my luck for such events, our drive out on the Saturday morning arrives with enough rain to warrant a warning on the local news weather forecast, oh joy.

After finding the vendor and his storage unit which was located on a local farm in the middle of nowhere about twenty minutes from our house, I was finally confronted with an ornately carved wooden edifice of an Armoire appearing only slightly smaller than your average garage. You’ve got to be kidding, right?

Uhm, nope, the boss is deadly serious and the situation didn’t improve when my suggestion of pulling it from its resting place to get a clearer view elicited a look from the vendor normally reserved for the village idiot, and a ‘good luck with that’ comment from him that had me beginning to think that Armoire is actually French for Armour (as in, armour plate) and that we (that’s the

royal 'we', by the way...) may have been a little optimistic in our ability to transport ancient furniture.

Fortunately, early 19th century French cabinet makers were a canny bunch when it came to producing whopping great bespoke wardrobes and the likelihood they would likely have to install them in a top floor bedroom of some chateau, and it transpires that the Armoire is designed to come apart into sub-structures to assist transportation, oh thank God...

Even so, each section still seemed to weigh more than the average professional rugby player and with much struggling we (by we, I mean me - Lynnette and the vendor were uninterruptable in their deep discussion about antiques, politics, life, just about anything but the task in hand...) managed to get the main sections loaded into the car with the tailgate lashed down with at least a couple of feet of prime wood hanging out the back, and just the back of the wardrobe and the worlds heaviest mirrored door having to be heaved onto the roof bars and covered with a plastic sheet prior to being carefully strapped down for the journey home, phew.

So it was a puffing, red-faced, soaked and somewhat bedraggled Chris that finally managed to get a word in edgeways and persuade Lynnette that we might like to depart before the local roads were re-designated as rivers.

With the Vectra now carrying more weight than a works coach trip to the seaside and doing a fair impression of a wormy dog, with its rear wheels nearly disappearing into the wheel wells, we gingerly made our way home and wincing at every thump we drove over, well aware that on the roof was a mirror that would probably cost as much as my car to replace if it got damaged (and apologies if you were one of the people in the rather lengthy queue behind us as we progressed at the pace of an asthmatic snail).

Surprisingly (not really), the rest of the weekend was spent rebuilding said armour plated wardrobe after lugging each section into one of the bedrooms (I'm seriously considering legally changing my name to Sherpa...) and replacing the existing lights in our summer room with a pair of rather spiffing new antique chandeliers after I cobbled up the necessary structural supports in the ceiling structure to carry the weight, Lord, ease my aching bones...

At least the following weekend was sure to be a little easier...

You'd think, but... no, the boss' comment on the Friday night about needing to visit the local recycling centre the following morning to dispose of a load of garden waste put paid to that wishful thinking, not forgetting her following offhand comment of 'oh, and

we're also collecting a Georgian dining table from a village near Sherborne' – here we go again!

Saturday morning started bright and dry (couldn't have been the weekend before, could it - no such luck) and I decided to move my Vectra motorised skip to nearer the garage door as we had placed the refuse sacks in the garage during the week just in case it rained again before we could dispose of their contents. The refuse sacks, by the way are the large reinforced nylon bags specifically designed for garden waste and are about a metre high and a metre and a half across and my car can accommodate three of these with the rear seats folded – told you it was a skip.

Now, for a couple of weeks prior to this, the Vectra had been a little sluggish starting first thing in the morning which I believed might have been to do with the cold weather.

However, as this particular morning was reasonably mild, this repeat reluctance to rattle itself alive had me thinking that perhaps I might need to examine other reasons as I'm in my office for most of the week so it's not as if there's not enough battery charging happening.

After loading the car with said garden waste, we jumped in and... chugga, chugga, dakka, dakka, dakka. Yep, a dead battery, oh bugger.

We only took five minutes or so to retrieve my jump leads from the garage and using Lynnette's Fiesta we got the Vectra running first turn of the key and then drove straight to the recycling centre, dumped the bags of waste (without switching off the engine) and then made our way to the local Halfords which is located on a retail park on the same main road as the tip, oops, I mean recycling centre, in order to pick up a new battery.

After a suitably heartening wallet-lightning, we returned home and I had the batteries swapped in around twenty minutes, including the time to root through the garage for my tool kits – quite chuffed with that.

And once that task was completed we then drove over to some remote village about forty minutes away and went about slinging a rather large dining table onto the roof bars. To give you some idea of this task, the table is actually installed with a winding mechanism that opens the table into two halves to allow the installation of an extra leaf!

And the Vectra (and its owner) continues with its sterling service.

My Vectra has recently passed 51,000 miles and that means I've added 23,000 miles in around fifteen months and it's backed up my original purchasing ideals in that it's as cheap as chips to run.

The only problems I've had with it have been a blocked fuel filter and the recent battery replacement, say around £130 in total. Not much really, and depreciation for such a mileage isn't really a problem for a car that was cheap to purchase in the first place (a little over £3k) and which I regularly see advertised for more than half of that amount with 100,000 miles on the clock. I wonder what the depreciation would have been for such a mileage addition to a car that had cost me £10k.

For the moment I'll be sticking with the Vectra as its perfect for just schlepping up and down the motorway to my office for four days a week at present – that's 600 miles a week – and my local running around, and I'll think about replacing it if my work requirements drop such that

depreciation reduces to an acceptable amount.

I still have no idea about what I would want in place of the Vectra, I have considered some form of SUV just because they're probably a little easier to enter and egress when you're my age, but I would imagine that an estate car of some sort would probably offer as much, if not more, usable load space and for less money than unexplainably popular SUVs?

Anyhow, must go, I've just noticed Lynnette's looking at eBay again, and that can only mean trouble for me...

Chris Dymock

A Casual driver is Required by Williams Morgan to collect and deliver exciting cars using a tow vehicle and a covered trailer. Would suit somebody young retired with a load of towing experience.

This is an entirely casual position and requires a good level of flexibility, physically fit, smart appearance, unblemished driving licence and a good sense of humour.

Anyone interested

contact henry@williamsautomobiles.com

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 a sign-in form with fields for Username and Password. The Username field has a placeholder "Username" and a message "You must enter a username" with a link "Forgotten your username/password?". The Password field has a placeholder "Password" and a message "You must enter a password" with a link "Have a password reset token?". A "Sign In" button is present, along with a link "Problems logging on?". To the right of the sign-in form, 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 copyright notice: "Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software for Clubs Management Version 9.12.15.1471-001 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).

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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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 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