

Magazine of **Bristol Motor Club**

# Driving Mirror



May - June 2022



## Isle of Combe TT Races

**Inside:** Ex-Alex Kite TT - **Silverstone** - Wroughton - **Pembrey**

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*Cover shot Steve Kilvington: Tony Hutchings holds off Dave Spiller in the Combe Saloons.*



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**The next Driving Mirror deadline is  
Friday 5th August 2022.**

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

# Chairman's Chat



**We've got a couple of circuit racing reports in the magazine this month, yours truly and someone who knows what they're doing. Dave Spiller has taken on Alex Kite's Audi TT, and anyone who takes an interest in the local Combe Saloons championship will know that car ran at the front. No pressure then.**

Personally, I think it's great we have this level of variety in our community, after all Circuit Racing is part of BMC's rich history alongside Sprints and Hillclimbs, AutoSOLO's and AutoTest's, Classic and Sporting Car Trials. This is what we all love doing, and for me as Chairman useful in understanding what's going on out there, a temperature check if you like.

Now, whilst we're enjoying relatively strong entries at our events that is not a true reflection of the total picture. On the National Circuit Racing scene other clubs are taking some large financial hits. The big name circuits don't come cheap and the number of serious championship contenders is reducing.

It seems some hardened racers took

stock over the pandemic and realised that they had more money than they thought whilst not racing to spend on family holidays and the like. So, these days they are more measured, picking and choosing events. Obviously we can't condone that sort of unselfish behaviour...!

Others, who run mid-pack and not in contention for any championship are also being more selective. What does this mean, well if a club is running events at a less 'desirable' circuit then the entry fee goes up massively because they have to predict a reduced entry and need to at least cover their costs. This of course puts more people off.

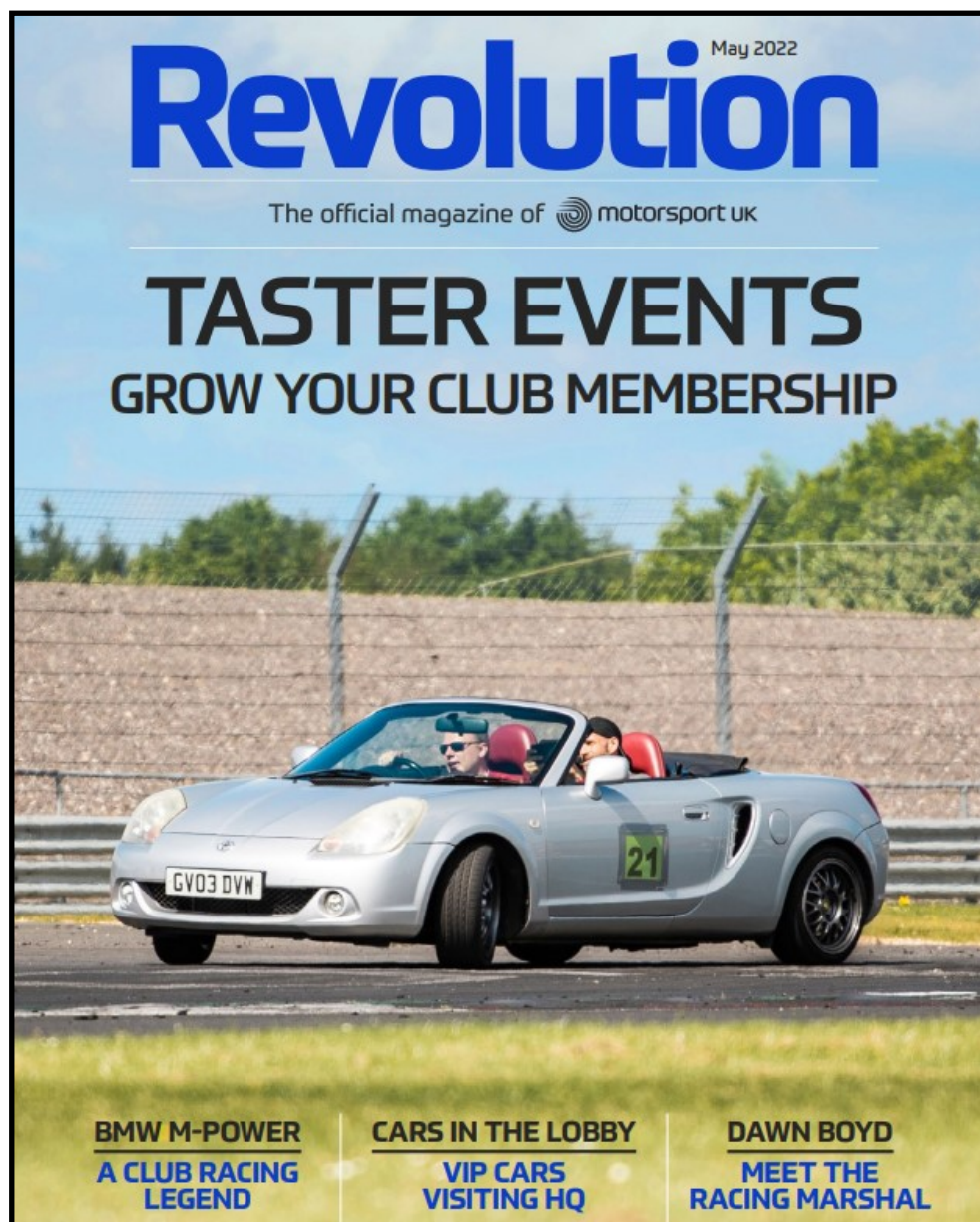
And this is where the rub starts. I was out with the HSCC at Silverstone on the full GP Circuit. What that costs to hire I can only imagine, and yet there were still some who said this circuit was not for them. Wow. So, two months before the British GP some HSCC members say, no thanks. Challenging doesn't even cover it.

Now, we may not be at Silverstone, but we are out there doing it locally with near to full entries. Not competing, we so need your help to run our events. There you go, I've said it. Thank you.


*Matt*

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



**Revolution** May 2022

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# TASTER EVENTS

## GROW YOUR CLUB MEMBERSHIP

<b>BMW M-POWER</b> A CLUB RACING LEGEND	<b>CARS IN THE LOBBY</b> VIP CARS VISITING HQ	<b>DAWN BOYD</b> MEET THE RACING MARSHAL
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# Dave Spiller race update

**R**emember when I said this at the end of my August article? **Lessons learned: Motorsport is never easy, it never goes in the direction you think, it always costs more than you plan BUT occasionally you do have some FUN!**

Well, it is fair to say we are most definitely on the motorsport rollercoaster.

At the August meeting we had another DNF in the Supercharged Mini (yellow) which knocked us back to an all-time low so we decided for the last race of the season Dave would race 'old reliable'

Nooper (orange turbo R56 Mini) sporting its sexy new 6 pot callipers; 2 laps from the end Dave retired the car firing on 2 cylinders AARGH!

To say Nooper had a couple of issues was an understatement; the 3 studs that secure the down pipe to the turbo had all gone AWOL, so the exhaust gasses were pouring straight on to the wiring loom melting it and the rocker cover.

Once the turbo was removed, I was surprised that it was even running with end float, lateral float and 8mm of play in the wastegate. Some quick surfing of the internet and an upgraded turbo was sourced meaning we 'accidentally' found another 75bhp.



Mini's had delivered excellent results, but it was time to move on.



The next “BIG” move was to take on the ex-Alex Kite TT

As winter set in we discussed our options for 2022 with Dave just wanting to go faster assuming my heart can take it; last season standing in the pit lane as the race started my watch recorded my heart rate at 174bpm whilst they were still stationary.

Having previously run the Mini in Combe Saloons Class A, but being over 400bhp down on the front runners, Dave wanted to ‘eat at the big boys table’ so many hours were wasted (and beers consumed) discussing options.

Huge thanks to Grantley Woodhatch of GrantMotorsport, he came up with several options that tickled our interest and we thought we had settled on his well-prepared VW Bora that sports the

logo ‘The only Saloon in Combe Saloons’!

However the motorsport rollercoaster was not done with us as we were made aware that Alex Kite may be selling his GMS prepared Audi TT. This really appealed to us and after much rummaging down the back of the sofa we managed to purchase the car, its lucky the Kites like old Pizza! We eagerly beavered away over the winter securing a new sponsor Liqui Moly whilst awaiting the first test day on 7th April as Dave had not even driven the car.

Now I freely admit that I am the first one to dish out the banter and belittle anyone however, let’s make no mistake these Class A cars at 500++bhp (not allowed to reveal the true numbers) are absolute



animals and a MASSIVE step up from the Minis and to be honest I couldn't drive it (there you go Dave I've admitted it).

Throughout the day Dave got progressively quicker and we all went home smiling informing anyone who asked that this year is the 'installation' year for Dave to get used to the car; our target was to come home with a smile on our faces and be happy with wherever he finishes, I don't think racing drivers listen.

The first race of the season, on Easter Monday, was a double header with your 2 fastest laps setting the grid for the 2 races, Dave qualified P3 and P2. Having never done a start in the car this was

always going to be his Achilles heel and in race 1 Dave got swallowed up by the pack dropping to 8th but quickly fought back through to finish 3rd overall and 3rd in class.

For race 2 the pole sitter's car had broken which left Dave alone on the front row, his first time ever there. Dave dropped to 4th but before the end of the first lap was back into second behind Tony Hutchings in his Mk1 TT.

What ensued was one of the best races I have ever witnessed, Dave was quicker around the back half of the circuit and tried to hassle Tony into a mistake, but Tony taught him a masterclass in





Dave enjoying the spoils of a P2 and P3



*Steve Wilkinson*  
STEVE WILKINSON PHOTOGRAPHY **Tony Hutchings masterclass in the art of defence**

defending and (with my words ‘bring it home’) ringing in his ears he did just that 0.28s behind. So P3 and P2 in the first meeting was way beyond expectation.

For the second meeting, round 3, we tried to reign in Dave’s expectations but again he had other ideas qualifying P2 and finishing second again, but this time ahead of Tony’s TT. It must be said that Adam Prebble was imperious breaking the lap record in his Astra; we have some work to do to catch him but being the best of the rest at this stage was way beyond our expectations.

As we head into the 6 week break until the next race we are waiting for the rollercoaster to carry us on our motorsport journey. If the plans work (and finance approve my request) I may even get Nooper out in the Saloon / Hot Hatch open race at the end of the day.

We must thank our sponsors GrantMotorsport, Liqui Moly, Bristol Detailing Supplies, Crystal Clear Detailing, Shades Wraps and our newest supporter M4 Tyres. I will shamelessly ask if anyone else would like to join Dave on this journey please get in touch as every penny (or old pizza) helps.

*Pete Spiller*



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# TVR out at HSCC Silverstone International

**I** haven't felt as nervous in a long time, it started a week before and got worse each passing day right up to the morning of the event, which itself followed a night of repeating dreams about a coolant leak that flipped between it being head gasket, to being a core plug. Couldn't have been one dream about a jubilee clip that needed tightening now could it.

Yes, I'd entered another race with the HSCC, which over the last few years hasn't gone too well since a full engine rebuild. Still the old TVR ran well at the GWS and Llandow Sprints last year, so I was feeling reasonably confident.

I'd also worked on the car by changing the current 3.54 Jaguar Salisbury diff to an eBay sourced and supposedly refurbished 3.77 unit before promptly changing it back again after the latter dropped 0.5litres of oil in a week just sat in the garage without even turning a wheel. That was three days of my life I'll never see back. Maybe I'll put the oil in first next time.

I had also decided to fit longer wheel studs on the rear to help widen the track by using thicker spacers, going from 4mm to 10mm either side. This to try to get the rear to come into play a bit more. Along with a service, ignition timing reset, and spanner on every nut and bolt meant that we were nearly ready.

The final stage was fitting a mandatory



Except for increasing engine temps, the TVR ran well all day.





**Shimmering in the sun, it wasn't just the track getting hotter**

for circuit racing from 2022 FIA extinguisher system with no less than five outlets. Now that took some serious 'bracketeering'. Then on the Friday before Saturday's race, it was time to load the car onto Richie Marsh's trailer. Which is when I spotted something.

There was fluid on the floor. At first, I thought it was oil, I had only an hour before managed to finally seal one of the rocker-covers, so thought nothing of it. Then after loading the car onto the trailer, more drops (sorry Rich). They looked like oil but cleaned away easily. Could it be coolant instead.

I checked again before bed and yes there

was more underneath the engine. Not good, because where it was on the trailer was making me think the problem might be quite serious. Now I had put anti-freeze in before the winter set in, but had I run the engine enough to mix it all in properly. A few doubts were beginning to form in my mind.

Even after going to bed nice and early, and as shared, I had this nightmarish repeating dream scenario of head gasket, then core plug, head gasket, then core plug which meant the 5.45am alarm couldn't come quick enough. I arose and went outside to check things out.

My heart sank, there was a coolant trail





**This way round the battle with Steve was great fun....**

running down the entire length of the trailer (apologies Mr Marsh once again). I came back inside and basically said I don't know what to do, stay or go. With fantastic support from Mrs N a decision was quickly made to go.

I messaged a friend who was meeting us up there, to pick up some Stop Leak enroute. He did, oil not coolant as it turned out, another story, but luckily the Silverstone Motor Factors just outside the main gate had some. They close at 12.00pm on a Saturday and don't open Sundays in case you find yourself up there and in a similar position.

We had managed to get to Silverstone before 9.00am and found the trailer to be bone dry. A quick inspection didn't really highlight anything either so I got scrutineered where they now ask, can

you show me where your extinguisher outlets are. Yes, here, here, and here, and two under there. Everything else, OK? It was, so with ticket in hand I set about preparing for Quali.

To get anywhere near the front in the HSCC 70s Roadsports championship requires the usual (lots of) talent combined with a very good car. And in a conversation my little blue TVR 3000M and I have never had, one or most likely both of us, is a tiny bit lacking.

So, along with being a bit rusty, and potentially nursing an issue, the goal set was to progress though Quali anywhere on the grid, hopefully not dead last (normally mid-pack) and have a darn good race with someone. And like battles of the past sprinting, Dave Greenslade in A3 and Andrew Meek in A4 for instance,

the person I end up battling with most circuit racing is Cornishman Steve Bellerby who drives a very nice bright yellow 3000M himself.

Full GP circuit this time, I did enough to qualify (3+) laps, and with a 2min49sec (PB) run in the bag was positioned 15th on the grid directly behind Mr B. That'll do nicely. There were no issues to report from the morning session and I got right into the circuit which despite being 3miles in length breaks down into really enjoyable sections. Old pit straight into Copse, Maggots and Becketts, Hangar Straight into Stowe, Vale into Club, Abbey into the Village section and the Wellington Straight into Brooklands and Luffield.

With a long break between Quali at 11.15am and the race at 5.00pm Stop Leak was duly added as a precaution. Still

no real indication of anything wrong. And with the time gap we were able to go round the whole car, bleeding the brakes, checking nothing had come adrift and after advice from a fellow competitor lowering the R888Rs starting pressures from 26psi all round to 22psi front and 23psi rear. The goal being to get them up to 30psi and 70°C - 100°C in the race. I wasn't quick enough afterwards, but they were safely north of 28psi and still around 50°C when I did get round to checking them. Felt good to.

Then finally, after a day basking in the sun and still 21°C outside we were called up. This is done as soon as the Assembly Area is clear, so if you go on the first call you're waiting for the entire length of the previous race. I waited a bit and then made my way over. Following a move under Covid to rolling starts, this was also going to be a return to a standing start from the old pit straight, being most people's preference.



...but then equally so was this.



**The Alfa Romeo GTV in front driven by Tim Childs was super quick**

After a single green flag-lap we were formed up on the grid. This is when any remaining nerves strangely disappear completely, as this is it. And with the engine of the Alfa Romeo GTV sat next to me bouncing off its rev limiter, I, with one eye on the temp gauge, did a couple of half-hearted blips of the throttle to join in. Shortly afterwards, the mandatory 30sec and 5sec boards (both 5secs in reality) were shown and the red lights sequentially went on left to right, and then immediately afterwards, all back out again. We were off.

All I seemed to do was akin to a quick start from a set of traffic lights. There wasn't even any tyre squeal. Yet, I left the screaming Alfa behind and leap-frogged Steve to tuck in nicely behind an MGB V8 on the inside of Copse. We were P13 into the first corner and so I decided I should try to stay with the immediate pack in front. The MGB, another (super quick) GTV and bright orange (even

quicker) TVR Vixen. Put simply I couldn't.

Through Maggots and Becketts they were awesome, whilst I was a bit wayward, with the hope of catching them again down the Hangar Straight. I still couldn't (quite) hang on, they were slipping away, not hugely but enough. In the meantime, as the early laps went on my mirrors were also clearing. I did have a proper look around at one point, as it's a bit blind in the TVR, but no, I was clear of any attack. Until that is, whilst minding my own business and enjoying what was now in effect a very long sprint, Steve appeared and was closing fast.

Turned out he had had his own cooling woes in the morning and so was bidding his time. Now we were full-on racing. Which to me is a bit like dancing. You move around the circuit like dancers move around the dance floor. Close but not standing on each other's toes. On the

circuit if you want the equivalent of exciting to watch racing that is safe and enjoyable to drive there are just two rules quite often cited by C4's F1 commentary team.

No moving around in the braking area.

Give each other space in the corners.

Do that and you start trusting the other cars around you and can run very close indeed. We did, it was a real tussle, one that the event commentator (Marcos Pye no less) picked up on, and in the excitement, I'd lowered my lap time by 4secs to 2min45sec, such was the increased motivation. The wheel spacers also seemed to be working. The TVR would go sideways at will. Both its and mine.

At one point we were side by side down the Hangar straight at around 120mph, I was on the inside, and I remember thinking well Steve, I'm not braking first, fortunately he did the decent thing. This was wonderful stuff, I'd also upgraded the brake pads from Mintex M1144 to Mintex M1155 last year, and although on the exit of the Village section they were properly spongy, by the time we got to Brooklands they'd cooled, and the pedal was solid again. Everything on the car was working well, except one thing, engine temps, which were rising.

As I watched them climb, I kept thinking do I come in or not, but the thing is, I

was having a ball and then from nowhere Steve sent one up the inside into Copse, a corner we took side by side that lap, interesting, and after a wider than planned line on the exit, I found myself following him.

I kept close and tried my best to get back past again, but I just couldn't ignore the temp gauge which was climbing above my self-imposed super safe 90°C limit. So, I called it, backed off, and came in one lap before the end of the race to find coolant all over the engine bay blown out from the top of the swirl pot.

The only conclusion was my over complicated plumbing of a new larger rad 2-3 years ago just wasn't working for a 25-30min race. As that is now crystal clear after replacing a cracked expansion tank and older pressure caps, previously thought to be the cause, I will now change the whole setup.

I was also over the moon with the race itself, the car otherwise ran faultlessly, all my other changes worked, and that battle with Steve was epic. In this Motorsport world we inhabit, clearly you must always go for the best result you can, but I think equally important is having fun. HSCC Silverstone International on the full GP Circuit in the 70s Roadsports battling with another TVR 3000M. I loved it.

*Matt Nichols*

# 33rd Time of Asking - FTD at Wroughton

**I started my competition journey 19 years ago at the second Aust Autosolo on 18th May 2003. I had joined Bristol Pegasus Motor Club (because it was cheaper to join and I was skint so that was my only criteria) and the first event the club was invited to was Aust.**

I had joined a motor club because I had dreamed my whole life of getting into motorsport but only just found out through the wonder of the new Internet that you didn't need tens of thousands of pounds to go circuit racing. Little did I know that this would be the first time I met many of my friends today.

The man running the event was Allen Harris. He was the webmaster and we got talking because of my email address, which was my own domain name. Something quite niche back then. On the entry list that day was Dave Greenslade - the man I've shared a car with for the past 5 years and to whom I've scored many a second place over the years.

I found myself in a mid-field battle with Robin Bath, Glyn Hopkins and Steve Conner. There's a great story about the event, but one that I can only tell in person, so buy me a beer at club night to find that one out. Anyway, the event was wet/dry all day. I got completely soaked

and was shivering from a mix of cold and adrenaline. I was hooked.

I did more Autotests that year with BPMC and a Ross AutoSOLO, where I broke an engine mount, exhaust and ruined all the tyres on my wife's Ka, enforcing an end to motorsport for a while. I converted to BMC a few years later and tried to take the CMSG AutoSOLO



**Finally, at the 33rd time of asking**

championship in 2009, losing out when a wheel fell off 3 cones from home. In 2010 I moved to Sprints before returning to AutoSOLOs in 2017 with the fabled RS.

I was at Wroughton for this year's Spring AutoSOLO, but the RS had failed its MOT (probably the last MOT) and I was



without a car. Thankfully for me, Pekka kindly offered a double drive. I asked him a couple of times if he was sure. He said he was, so I turned up to arrive and drive.

I'd set out the course the previous evening ready for the first test and I was responsible for the timing gear, which wasn't working as the app that runs it was



**ing, Andy wins an AutoSOLO.**

broken. At the last minute, we resorted to stopwatches and I knocked up a Google Drive spreadsheet to give results online through the day. Nick Rainbow was secretary/clerk of the meeting and had thoughtfully brought some old paper printouts we could use as time-cards. Phew! I hopped in the car as Pek-

ka showed me the traction control button and instructed me to ensure it's always off. Brave words considering my reputation, but I was not going to ruin his tyres and set out to do a nice tidy run. I did 3 tidy runs. They were all fastest, but that's no surprise as if there's one thing I know, I always win practice (or rather anything before about I am).

I maintained the lead until lunchtime, putting in more fastest times. In the afternoon, I continued to put in some really quick times. As I tapped the results from the timecards into the spreadsheet, I could see what was happening.

At the 33rd time of asking at my 11th venue and driving a 12th car, I FINALLY (after 7 class wins and 13 podiums) won my first AutoSOLO FTD trophy. I was over the moon with the result. James Hurford said "you looked like you were about to cry" after I collected my award. I was. In fact, I'd nearly shed a tear typing in the results when it looked on.

Special thanks to Nick for his organisation of the event and Pekka for the loan of the car. There were several volunteers who made the event work as well as it did; marshalling the far end of the course, timekeeping, organising the paddock and Julian giving me a table to work from. A proper team effort.

*Andy Laurence*

# BMC Junior Members - Now Free

**F**ollowing our AGM in May it was agreed that under 18s are eligible for free membership to Bristol Motor Club up to their 18th birthday and not just for the first year, which was the club's former policy. Historically the club has applied rule changes the following year but it was agreed that this change applies immediately.

I for one have children who have benefited from club membership including kart nights (we need another!), marshalling on the Allen Trial and at Llandow, they've had countless laps around Castle Combe whilst helping at the Classic and Perfor-

mance Parade, have been passengers at Autosolos and now my 16 year old is driving at Autosolos in his own right.

Any help provided to the club has earned them Reward Points which helps to offset family membership and entry fee costs so it's certainly a great way to get the future generation interested in our fabulous hobby.

To apply, Junior Members need to have a fully paid up BMC Member in their household and applications can be made through the [www.my.bristolmc.org.uk](http://www.my.bristolmc.org.uk) website.

*Andy Thompson*





**Clockwise from Bottom Left: Junior Members James Benstock, Joe Clemow and Harry Thompson (Pictures: Harry Thompson and Matt Nichols).**



# Radical Diaries - Continued

**T**he next couple of events in our calendar were new venues for us with a visit to **Goodwood**, then **Werrington**.

Goodwood was a great event, we knew that it was going to be fast, but it turned out to be much faster than we expected. The weather was dry all day but quite windy. We walked the track in the morning, which in itself was quite an exercise taking 40 minutes to walk around, and wondered what speed we'd be hitting down straights that took nearly 15mins to walk. We were soon to find out, realising that the car would be on full chat for a fair amount of the circuit.

Practice, T1 and T2 went well with Dave finding his feet faster than me, our comparison videos were showing that I was slower around the no name complex of bends than him which was losing time and leaving me coming out slower onto the long straight.

That meant that he was carrying top speed for longer than me. He was a good few seconds ahead with the largest gap between us that we've had so far. T3 would be my last chance to try and recover some dignity, but unfortunately it didn't go that way. I left the line, went into second, then ..... neutral. Hang on that can't happen with a sequential paddle shift right? Well apparently it can. I

slowed right down with my arm up, then tried the shift again. This time it went into 3rd. My chance was lost though with it losing a lot of time. A shame as the end of the lap was tidier than I had done pre-



**Goodwood paddock spot (Inset, Paul**

viously so I think I would probably have closed up but not beaten him. This left Dave with another victory, and 1st and 2nd in class for us once again.

Like a lot of places we really could do with a bit more seat time to figure Good-



wood out, however what a place, it's great to get the car up to maximum speed and for so long. Definitely on the list for a return visit. (That and I have to get myself sorted there next time).



**Parker enjoying Dave's FTD speech).**

Anyway, onwards to the next event. A late arrival to Werrington on Friday evening meant that we didn't have time to walk the course until Saturday morning. It's a beautiful setting, though the track walk soon told us that it was going to be a tricky Hillclimb to master with a

fast right hander, followed by a straight, over a cattle grid and a blind brow, into a very tight complex and out onto a narrow finish straight.

Saturday promised to be dry with rain coming in overnight and a likely wet Sunday. This turned out to be spot on. We got started on Saturday, running in class with David and Jan Yeo in their Legend and Frank Gillett in his Radical Clubsport. We weren't expecting to be running near the top of the field as it was clear that this hill was going to need some seat time to master.

Dave put a strong first and second practice heading into an early lead in the class, I was taking longer to learn the hill and timewise effectively running a run behind him. We started the timed runs with Dave leading, putting in a good mid 37 second run, I followed, not managing to match him with a very low 39, so it would all come down to the last run.

Dave (un!)fortunately ran a bit slower with his final timed run and I managed to drop into a 37 however not quite fast enough to beat Dave. Another close one, with 0.18 seconds splitting us to be 1st and 2nd in class. We were pleased with the result as it was our first visit and both felt that there was more to be found.

Sunday was a different matter with it



starting off wet and only getting wetter, this evened the field with some truly impressive drives coming from A4 and an outstanding drive from Andy Forsyth. We treated it with some caution and never really troubled the top runners all day. We ended up with another 1, 2 in class with Dave taken the spoils again.

Unfortunately our decision to take it sensibly was reinforced with David Yeo suffering a nasty accident after the finish line in his Legend. Luckily he was fine, however the car will need a lot of work before it fights again. Good luck with the rebuild guys, we need you back out.

There wasn't much to do to the Radical after Werrington, except clean it and check it for Pembrey. We had already decided that we thought we were running too low geared at the sprint venues so had decided to leave the Hillclimb gearing and see how we got on. I cracked into the cleaning, not realising what a mammoth task it would turn into. In over 20 years of Hillclimbing I can honestly say that I have never had a race car that dirty.

I checked it over and decided that the CV joints had more play in them than I was happy with, so bought a new pair. When I pulled the old ones out, I discovered one had some radial damage to it where it went into the diff. This caused a bit of concern, however we couldn't find a reason for it or any damage to the diff, so a new pair fitted and another item on the

list of things to keep an eye on.

Our next event was the BARC Wales Summer Sprint. We got to Pembrey on the Friday evening with plenty of time to walk the track, even though we know it well now after quite a few visits it was good to refresh our memories. We changed the niklinks and adjusted the dampers to the hard settings.

A change to the plan, due to late track licences from the MSUK meant that we ran the club circuit rather than the national on Saturday, not that it really made much difference to us. It turned out to be dry and coolish all day, which was ideal because it meant that we could run the Ultra tyres without danger of repeating the overheating situation we had last year.

For some reason I wasn't really firing fully on Saturday and didn't manage to get near Dave's times, with him finishing on a 114 second run and myself on a 116, neither were as fast as we had been there before, whether that was the track conditions not being quite as good, or the gearing, or just one of those days was left to guessing.

Dave however did enough to get the Interclub FTD which was a nice icing on the cake and well deserved, which left me 2nd overall and first in class. Another great result, even if it was slightly off our best pace there. A good day was finished

off in style after being invited by Lloyd and Lyndsey for a barbecue. Thanks to them for their hospitality and it was great to meet some new people.

Sunday was a different animal, I woke up at 5am to torrential rain, sleeping in the van was like being inside a drum, it was absolutely throwing it down. Luckily as we got up and sorted, it had stopped, but left a wet track. We put the wet tyres on as the forecast was looking like it was going to be off and on all day with heavier rain coming in later in the afternoon.

Practice was fine, with the track showing more grip than we expected, I was far too shy running about 5 seconds off the pace. It was drying quickly, however we decided it was still too wet in T1 to run with the slicks. Dave went out and put a storming lap, 112 seconds which is only about 4 seconds off our best.

He came back reporting that there was plenty of grip out there. I was slightly apprehensive after misjudging my practice, I was going to have to try and find 18 seconds! I went out and gave it my best shot, luckily finding the time and put in a high 111 seconds.

It was still drying as we approached T2, leaving us with a tricky decision with tire choice. We decided to put the slicks on to save the edges on the wets as there was very little standing water. We were not convinced that we would be faster on

them, but it seemed best for tyre life. This turned out to be true with it still being pretty greasy, both of us posting slower times.

The weather then started to come in, with T3 looking like it was going to be wet. We made the decision to put the car away at this point, which was maybe the wrong call as it dropped a bit of fine rain then stopped, leaving similar conditions to T1. Oh well, it was in the trailer and tied down by then.

We finished up with 1st and 2nd in class and 2nd and 3rd overall having been beaten by Mike Frogget with a cracking drive in his single seater. Nothing to complain about at all, and in my case it was nice to get out of the starting blocks with a win, albeit in conditions that were a bit of a lottery so it could have gone any way.

Anyway, onwards and upwards, at least I'm out of the starting blocks.

Our next event is Prescott on the 18th June, assuming that we get our entries accepted. Another new venue for both of us.

Thanks go to Dave for all of his support in getting me a win eventually, and of course to our long suffering families for putting up with our racing trips.

*Simon Clemow*

# MX5 Challenge - Round 4 Roundup

**A**s we go to print we've had 4 Rounds of the 2022 Bristol Motor Club MX5 Challenge which has seen us so far visit Kemble and Wroughton for AutoSOLOs and Wiscombe for 2 Hillclimbs.

Overall we've had two wins apiece for Pekka Tulokas, our 2020 and 2021 Champion and Aaron Sharp who has been consistently quick so leads at the top of the overall table by 18 points.

Second in the overall Championship is Phil Oliver, who is the first of our Class A cars in his rapid NB MX5 with third going to Thomas Alderton, again in a NB variant.

In the battle of the classes Phil makes it a hat-trick of wins to move 13 points clear at the top of the Class A leader board. Mr consistent Thomas Alderton, who has now finished 2nd in class A on all four rounds of the challenge is keeping Phil in check whilst in 3rd place is Mike Lear who won Class A at the first event at Kemble but has since being kept from the top by Phil and Thomas.



## 2022 Bristol Motor Club MX5 Challenge

Championship Positions after Round 4



### Overall

Position	Name	Points
1	Aaron Sharp	90
2	Phil Oliver	72
3	Thomas Alderton	68
4	Mike Lear	60
5	Pekka Tulokas	50
6	Nick Lear	42
7	Huw Bowen	39
8	James Hurford	24
9	Curtis St George	21
10	Paul St George	17
11	Matthew Green	14
12	Alan Foster	5

### Class A (NA and NB Models)

Position	Name	Points
1	Phil Oliver	93
2	Thomas Alderton	80
3	Mike Lear	75
4	Nick Lear	52
5	James Hurford	30
6	Curtis St George	26
7	Paul St George	22
8	Alan Foster	9

### Class B (NC Models)

Position	Name	Points
1	Aaron Sharp	90
2	Huw Bowen	76
3	Pekka Tulokas	50
4	Matthew Green	34

For Championship information please visit  
[www.bristolmc.org.uk/mx5challenge](http://www.bristolmc.org.uk/mx5challenge)



In Class B, for NC variants, Aaron Sharp leads Huw Bowen in his immaculately presented MX5. Huw continues to get quicker and quicker at every event. In 3rd is our very own Flying Finn, Pekka Tulokas who will be the one to watch as we enter the next three rounds which are all Sprints which Pekka is usually particularly strong at.

Those next three Rounds are at Pembrey, Llandow and Castle Combe throughout June and July as we get our Sprint fix before returning to Kemble for an AutoSOLO in August (14th).

As with all previous years the on track battles are tight and the friendships make for many fun times. If you're interested in joining the MX5 Challenge please check out the Bristol Motor Club website or get in touch with me (I'm the Membership Secretary so my contact details are in this magazine) or any of the contenders listed in the Challenge table as I'm sure they'll all be willing to provide expert advice, if you are thinking of giving it a go.

*Andy Thompson*

# Drive-By

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“♪ Rule Britannia, Britannia...♪”

Yep, I'm writing this whilst enjoying a, very welcome, four day bank holiday celebrating Her Majesty the Queen's Platinum Jubilee, and as I'm also enjoying helping my darling Lynnette polish off yet another bottle or two of her favourite red - Yellow Tail 'Jammy Red Roo' – I trust you'll forgive me if these scribbings descend into an alcohol-fuelled, parallel universe somewhat earlier than usual for one of my articles...

'Platinum Jubilee', absolutely amazing when you think about it, and all credit to Her Majesty the Queen, our Queen, for setting an all-time record as the longest reigning monarch of any nation at any point in recorded history.

70 years as our head of state is an awesome achievement and whilst there are some who decry the whole notion of royalty, I've been around long enough to recognise that our monarch, and the continuity she represents, has been a very steady pair of hands when at times this nation, and indeed a lot of the rest of the world, has been rather more than a little shaky. And I firmly believe she has been infinitely

preferable to having an elected head of state. Go on, and off the top of your head just name for me a handful of elected heads of state of any nation that you would have wanted to represent us internationally?

No, I didn't think so – throughout history, the majority of the world's elected heads of state have been a near constant bunch of dull, unedifying, moronic, war mongering, self-serving bunch of shouty, spineless trough-snufflers.

So much so, that really decent elected heads of state stand out a mile and are probably on most people's handful list: Merkel, Obama, Zelensky, Roosevelt perhaps...uhm...

Okay, I know our monarch doesn't get to make the political decisions but, as I've highlighted, be careful what you wish for; sometimes the grass appears greener on the other side of the fence because the s\*\*t is deeper...

Still, as we're talking personal best records in 2022 (good enough for royalty, good enough for Mrs Dymock's favourite son), I feel I must share my own 2022 PB with you – 21,900 days



according to my trusty abacus, give or take the odd leap year.

Sorry? Oh yes, at the end of July I'm celebrating my 60th birthday!

Sixty years (21,900 days. 525,600 hours. 31.5million minutes. I ran out of digits on my calculator for working out the seconds or heartbeats, but it's a huge amount), It's a long time to be a member of the human race and you start to wonder what you've done with your time, what are your achievements, what paths have you taken and are currently embarked upon, what you could or should have done differently etc? Good grief, so many questions.

Which is all well and good, and has certainly occupied a reasonable amount of my time in recent months, but the favourite subject I keep returning to in my deliberations is also probably the favourite subject of most of the readership of Driving Mirror – cars.

Sixty years of motoring. No, obviously not all of it driving, of course (although perhaps regularly driving my parents mad from year dot might count...), but certainly sixty years of experiencing the various joys, or otherwise, of self-propelled vehicles.

Earliest memories on the subject are journeys in my dad's cars for days out and visiting relatives, and I certainly have a memory of an accident we had in dad's ancient Austin Cambridge not far from the family home when another car pulled out of a junction in front of us and leaving dad with nowhere to go but into the side of the offending idiot (I was probably about five years old at the time).

Discussing this with dad a few years ago, and he was surprised that I remembered the event, he said that after the accident the other driver had actually suggested that dad should have known that the chap always pulled out of that particular junction at exactly that time every day! Apparently the police who attended after being called by a local resident considered the offending chap really should possess a driving licence despite having over forty years of driving experience...

Memories from my teens seem to involve a number of Ford Cortina and Granada estates (at this stage my dad had a new company car every 18 months or so) which were dad's chosen chariot of choice as they were good towing cars for the family caravan holidays and for loading up with all our fishing tackle as this was the Dymock family males hobby at that time.

I can also remember dad having a new 2.2 litre, six cylinder Austin 2200 in the mid-1970s which resembled a bloated version of the Austin Maxi and in which we had a couple of great caravan holidays in the Lake District, a lot of driving for my dad on his main annual breaks.

Luckily for you lot, I'm not going to regale you with a list of my own cars from my first Ford Escort in 1979 when I passed my test, as I've covered that particular mobile scrapyard in previous Drive By articles.

What has occupied my recent thinking though, is the immense change and progress that has taken place in the automotive world in the sixty years that I've graced the planet with my presence (ahem).

Unless you were wealthy enough to own something special (something possessing 3000cc or greater), in the early 1960s, the average car on our roads could usually boast an engine capacity of no more than 1500cc, just about claim a 0-60mph time and that would no doubt be around half a minute or so, and a top speed only just exceeding 70mph.

Things got slightly better in the 1970s and the usual commonly available

2000cc Ford or Vauxhall or such had 0-60mph times of around 11 seconds, a top speed of 100mph(ish), and would probably return 25-30mpg.

To give you some idea of performance cars of that period, a Ferrari 308GTB had a carburettor festooned 3000cc V8 giving up 250bhp and rocketed you a maximum of 150mph with 60mph arriving in 6.5 seconds.

The eighties provided more of the same, with fuel injection now commonly replacing carburettors in order to reduce fuel consumption and offer better emissions.

Although available in rare models during the 70s and 80s, real progress was made in the 90s with modern electronics enabling proper control of turbochargers and some real road burners becoming available, usually with the Cosworth moniker nailed to the bootlid, and tuning companies offering potential outputs that would have been the preserve of F1 less than a couple of decades earlier.

And then, at the end of the nineties, some bright spark in government decided that leaded fuel was probably a bad thing and promptly banned its general sale from 2000. I remember reading the articles about this in the

various motoring magazines at that time, nearly all of which pronounced it the automotive equivalent of Armageddon, a colossal backward step and the end of any sort of high performance in any car not possessing immense engine capacity in compensation. Hence, presumably, the Americans persisting in time-honoured fashion and giving us 7 & 8 litre V8s and V10s, whilst the canny Europeans got jiggy with the electronics and we now enjoy 400+bhp hot hatchbacks...

I'm not going to look at the past twenty years as any BMC member reading this article will no doubt have similar observations to my own, but I think a mention of the growth of the push to electric cars is warranted.

You see, when electric cars were first being touted as the potential best future for personal mobility, I have to admit that people of my generation were hugely sceptical and could not help but to refer to our previous contact with electric vehicles and which were the dog-slow, whining/clicking milk floats that did the rounds in the streets of the 1960s and 70s of my childhood.

And after an amazingly short period, what do we actually have? Oh yes, a range of cars from numerous manufacturers that can variously

exceed 300 miles between charges, possess anything up to 2000bhp, 0-60mph times of between two and three seconds and top speeds pretty much up there with the very best fossil-fuelled missiles currently available.

General motoring experience to date in my sixty years? BHP 50ish to potentially 600 or so. MPH 70ish to 170ish. MPG 25ish to 60ish.

Not bad but, being honest, that's taken over half a century. We presently have electric cars that offer anything up to 2000bhp for the real exotica (and 250-400bhp commonly), can top 160mph and will undoubtedly benefit from increasingly clever battery technology with vastly quicker charging and increased range between charges. All in a little over a single decade. Oh to be young again, because the next couple of decades promise to be very, very exciting

Right, must go, I've got a party to prep and I've decided to build a time machine in my cellar. Now, where's my bag of hammers.

*Chris Dymock*

# Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a login form with fields for Username and Password, each with a "Sign In" button. To the right of the login form, there is a "Not a member yet?" section with a "Register here" button. The footer contains copyright information and a notice about data collection.

Information Subscriptions Events

Bristol Motor Club  
Promoting club motorsport since 1911

**Sign in to Bristol Motor Club**

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

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

[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.

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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](http://www.bristolmc.org.uk/reference).

If you agree please tick box

☐

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

### DECLARATION

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

- apply to become a member/members of the Company and agree to guarantee the sum of £0.13 (thirteen pence) in accordance with the Articles of Association of the Company;
- agree to be bound by and comply with the provisions of the Articles of Association and the Bye-laws of the Company which can be found on the Club website [www.bristolmc.org.uk/reference](http://www.bristolmc.org.uk/reference);
- agree that notices and other general information may be sent by the Company to me/us, either at the email address given here, or by being published on the Company's website.

Signed

(Full Member; and Associate if applicable)

Date

For further information email [membership@bristolmc.org.uk](mailto:membership@bristolmc.org.uk)

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

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

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Bristol Motor Club respects your privacy and we will only use your information in the way we describe in this notice. When using your information, we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities, and competitions.

Bristol Motor Club is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is our Chairman and their contact details can be found at <http://bristolmc.org.uk/committee-officers/>

## **Collecting your information**

We collect your information when you fill in a membership application form, such as the one opposite. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address). When you give us information about another person, such as an associate you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

## **Using your information**

We use your information when you first apply to become a member of Bristol Motor Club and then to administer and renew your club membership and provide you with member benefits.

## **Sharing your information**

We may share your information with Motorsport UK as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

## **Security for your information**

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

## **Your rights**

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies. You may ask us to stop using your information, and to delete it, although by law we must maintain a permanent record of members. If you ask us to do this, we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner.



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



### **Need somewhere to store your competition vehicle?**

We offer a storage facility in South Gloucestershire next to the current club stores  
catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: [www.kingdomautostorage.co.uk](http://www.kingdomautostorage.co.uk)

Contact Andrew on 07916 723 648.

# 2022 Calendar

Date	Event	MX5s	2L Cup
Sunday 20th March	Clay Pigeon Sprint (BDCC)		Yes
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 (BMC)		
Sunday 22nd May	Wroughton AutoSOLO	Yes	
Sunday 5th June	Pembrey Sprint (BARC Wales)	Yes	
Friday 10th June	Llandow Track Day (BMC)		
Saturday 25th June	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Tuesday 5th July	Summer Club Night (BMC)		
Saturday 23rd July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 24th July	Classic & Performance Parade (BMC)		
Sunday 14th August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 3rd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 4th September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 11th September	AutoSOLO Wroughton (BMC)	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 (BMC)	Yes	Yes
Friday 21st October	Autumn Navscatter (BMC)		
Sunday 13th November	Fedden Sporting Car Trial (BMC)		
Sunday 27th November	Allen Classic Trial (BMC)		
Tuesday 6th December	General Meeting & Buffet (BMC)		