

Magazine of Bristol Motor Club

Driving Mirror



July - August 2022



Llandow full wash cycle

Inside: Steve Miles - DMS - Loton - Llandow - Much More

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Cover shot Tony Smith.



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The next Driving Mirror deadline is
Friday 7th October 2022.

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

Chairman's Chat



Our season is now in full swing, at the time of writing we have enjoyed both a track-day and sprint at Llandow, Dick Mayo Sprint at Castle Combe, Classic and Performance Parade, also at Combe, plus not one but two Summer BBQ's at Chris Buckley's ranch off Jct 19 of the M5. Oh and less we forget, a Factory tour of Ariel. Not bad hey.

All of that success comes from the sterling efforts of everyone involved, which if happens to be you, very well done, thank you, it's massively appreciated. As we all know event organisers and helpers don't exactly grow on trees, they're a rare breed and we're very lucky to have them (you?) amongst our number.

It goes without saying we are always on the lookout for more talent, people who want to give back, take on key roles, own an event or happy to lead on something and recruit others in to help. Tempted, and why wouldn't you be, grab me or any other committee member for a quiet word.

Last time I touched on some of the challenges facing the National Circuit Racing scene with reduced entries combined with still high overhead costs. What I didn't elude to was some of the strategies being deployed. Well, as with any saturated marketplace, collaboration is key. Grids are being offered out to other clubs to fill the day. I can only predict reduced events overall, each with a more eclectic mix of races.

So, what can we learn from this. Well we've kind of being doing similar for a while now. All of our sprint organisers are constantly looking for championships to invite to our Llandow and Combe events. The trick being of course to invite enough to fill the day, but not too many so that the event fills before championship contenders have a chance to enter. Hopefully we can maintain the balance achieved thus far.

In the magazine this month Mary Bartlett shares her and Pekka's latest adventures, I write about our Llandow Sprint, Steve Miles shares his season so far, Dave Greenslade updates us on his and Simon's Radical rounds, Andy Laurence writes about the infamous RS and Chris Dymock homes a rescue.

Matt

Catch up with all the official news in the latest copy of Revolution:

motorsportuk.org/revolution-magazine/



Two Mazdas, two circuits, and a Wedding

Saturday started with an early drive to a very sunny Castle Combe in the stock MX5 to participate in the MX5 Challenge at the Dick Mayo Sprint. There were 9 entrants for the Challenge, so a good amount of rivalry and mixture of the variants of MX5s.

I was on marshalling duty keeping order in the start line queue, making sure batches go out together and double-drivers are filtered into the queue as close to their own batch as possible. The event ran so smoothly thanks to well behaved drivers and great weather conditions, that we were able to fit in practice and 2 timed runs before lunch, with another 2 after.

In the MX5 Challenge, Thomas Alderton didn't need his extra timed run as his fastest came from the third of the day, at an incredible 72.42s showing that the

MK3s can be beaten - especially when your car has been towed to an event! Aaron Sharp and Pekka fought gallantly for second place in their MK3s, with Aaron being triumphant with a 72.50s beating Pekka's 72.68s. Only 3.45s separated the MX5s, showing what a tightly contested group this is.

We finished the day fairly early - which I was glad about as we had to hot-foot it to a wedding in Worcester. A quick stop at home to get changed into more formal attire and switch cars and we were off. The wedding was in a marquee in a working farm, but to get to the field we had to go through a ford which "only" had half a metre of water in it, but was fast flowing and nearly took the little Mazda!

A late drive to Wigan and we were all set for Three Sisters Circuit, a large karting track/drift venue. On Saturday there had been a drifting event so there was much



MX5s all lined up, with Thomas Alderton's winning car on the right.

Photo credit: James Hurford.



The locals got the memo about the bumpy field, the Turbo got abandoned here and a shoeless walk through the field followed.

discussion about what the surface would be like, but a walk around it showed the surface to be nice and grippy.

As a spectator, Three Sisters has some great viewing spots from which you can see the whole of the track, so I went to spectate Pekka's practice run. As he approached 'Lunar Bend' he saw the drift circle tarmac and aimed for that, thinking the circuit went that way. I heard a gasp/groan from the Marshall's post but luckily he managed to get back onto the circuit

and continue.

Three timed runs were squeezed in before lunch - impressive given a 10am start due to noise rules. Pekka set a new record for the HSA A3 class with a time of 51.12s. The weather had started to turn so we decided that our weekend travels had tired us out and rather than make mistakes in poor weather, we'd head home (to catch up on the FI!).

Mary Bartlett



Pekka kicking up some dirt.

2022 BMC & BPMC Llandow Sprint

This year's joint BMC and BPMC venture west to Llandow circuit in South Wales combined slick organisation with some pretty wild weather. We usually get the full wash cycle in the Vale of Glamorgan, but this year the setting was turned right up to the max.

Yes, Zoë Tooth and the rest of the organising team did us proud, from the marked-out paddock bays, thus ensuring everyone got space even with a trailer, to the close on 9:00am start and similarly close to 5:00pm finish. The weather however, which I know cannot be helped and (in theory at least) is the same for everyone, was the real bad boy of the day. My goodness, literally timed to perfection for each run in the afternoon, you either went out in a downpour, or were on the start line looking at a drying track. How dry of course was not at all clear. The times were all over the place.

In class A1 Andrew Till got the better of David Ashurst, both not bettering their dry morning T1 times, whilst in A2 Claire Tooth got the family Elise home safely in 4th place and Donald Gay his MR2, 2nd. Again, no-one in the class going quicker after T1. It was a similar pattern in A3, where Ryan Lock brought his Honda Civic EP3 Type R home in 5th, Pekka Tulokas unlucky to only get 4th place driving

the 1.8 Turbo MX5, being just 0.11secs from 3rd, with Peter Taylor in his N/A 2.0litre MX5 coming home 2nd. David Franklyn and Chris Stone both bucked the trend of the road going classes by going fastest in the one Porsche/ two driver class of A4 on their final runs. Perhaps not unsurprisingly it was David who shone brightest, taking the class win.

Patrick Holmes, driving his Caterham Roadsport, couldn't quite match Ian Chambers Seven in B2, finishing second. In B3 Adrian Clements got his Westfield up to 6th, Tim Monk driving his Fisher Fury 4th, and Paul Harvey in another Westfield an impressive 1st. Our Bristol Two Litre Cup had a tight three car entry, with Messrs Crick and Halls only 0.16secs apart in 3rd and 2nd with Steven Lock taking the win. All three were on a 95sec run and all three left it to the last run. Good stuff. Talking of which our MX5s once again delivered. Except for Thomas Alderton, who was still 5th, the whole class went quicker on the final run with the 1, 2, 3 going to Mike Lear, Pekka Tulokas (N/A this time) and Aaron Sharp. All on 90sec runs.

In C2, Laurence and Stephanie Colvin were 3rd and 4th in their MG ZR 160, whilst Neil Lock went one better in his MG ZR. In my class C3, I missed second gear twice off the line on what would have been a quicker run to finish 5th, whilst Bev Fawkes was forced to retire

his sublime Reliant Scimitar Cosworth 24v, with Stephen Moore getting up to 3rd in his Evo 6, just 0.21secs from top spot with an impressive time of 82.32secs. In C4 Mike Smith was all alone in his Sylva Striker, whilst in D1 the Greenslade-Clemow Radical battle raged on. Dave 1st and Simon 2nd this time. Great to see them help fellow class competitor Clive Wooster as well.

In the first of the Racing Car Classes (E1) John Gregson secured 3rd in his Jedi, after Andrew Bisping was forced to retire his OMS with suspected fuel pump issues. Whilst up one capacity class in E2, Jeremy Jones was 4th in his Swift, with Fyrth Cross taking the win in his Dempster Ensign. Up again, in E3 and Gary Bucking-

ham took his shared with Michael Froggett Formula Vauxhall Reynard to 2nd, and Michael in the same car was 1st after BSC Champion Steve Miles set FTD. Steve Lyle set the fastest time in Classic Marques in his Porsche Boxster, but after handicaps had been applied was then determined to be 2nd. Not sure about that myself, but I suppose them are the rules.

All in all, a cracking days motorsport, even if the weather was brought to us by Zanussi. Well done to everyone involved, cool, if not soaking wet, heads meant we got through the day without issue.

Matt Nichols



2022 British Sprint Championship (YTD)

Matt asked me for an article, so I have condensed a few words on how the season has gone so far after the last article that was all about celebrating 2021...

I hope like me, you enjoy reading the BMC magazine and catching up with fellow drivers exploits, whilst enjoying an extended session in the little room of the house.

Winter developments & upgrades

Apart from a squealing clutch at the last event, the car ran 100% reliably the

whole season, but I felt it needed stripping to check for reliability. It turned out that the rear hubs were cracked into approximately 12 parts! That was a lucky call and explains some issues over the last year.

After cracks appeared in 2021, the brake discs were all replaced plus some spares ready to swap if needed, and these were bedded in on a computer brake dyno so they are repeatable and optimised. Aero upgrades included underfloor work and more flow control on the upper surfaces with the intention of creating floor sealing vortices. Sounds technical – car is still



Hubs found to be cracked



New aero

better than the driver!

In addition to this work, my trailer had given 20 years of good service but was tired, so I sold that and bought a new one. I spent many hours getting this wonderful new paddock home up to spec with custom designed tyre rack, high level shelving, internal shelves in the bulk-head with hidden lighting, a wireless electric winch, mains breaker and external/internal sockets, Hi-Fi system and sub-woofer – as you do.

Then it had to be black to match the campervan. I had a quote to wrap it but for £2k, so I decided to do it myself much cheaper but it did take 8 full days

and that was without the new graphics!

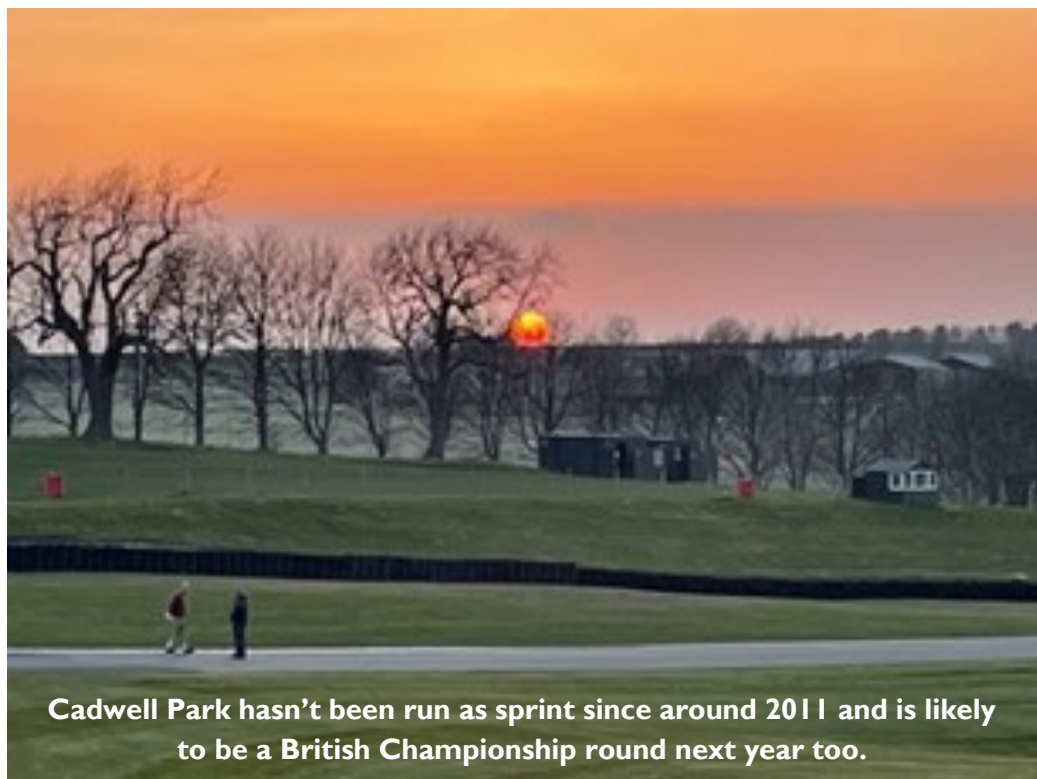
Cadwell Park

This circuit hasn't been run as sprint since around 2011 and is likely to be a British round next year, so I entered as a competitive practice event.

On-event coaching from Alan Muggleston helped chip further seconds off when he reviewed my data. In the end I came second overall to Pete Goulding – last years British Sprint runner up – by a few tenths. It is an excellent circuit and takes some learning and I left feeling that one more go would have delivered improvements, but that is the nature of Sprinting,



New trailer with DIY wrap



Cadwell Park hasn't been run as sprint since around 2011 and is likely to be a British Championship round next year too.

a limited amount of track time to get it right.

My issue was that I had lost control over my braking foot, which despite it not being in the run plan, some sort of inner sub conscious self preservation voice in my head took control of it and it dabbed the brakes at the 140mph turn in to an uphill lefthander at the end of the back straight. Lesson learned.

Anglesey

Time to put the Number 1 on my car,

that felt good.

We had a Saturday run on the national and Sunday on the longer International. Wets were the order of the day for the practice and qualifying run, but then we switched to slicks for the scoring run off 1. Pete, who beat me the previous week took the win and I was just over a second behind in 3rd. Rather pleasingly (but also annoyingly due to the narrow margin) was Steve Broughton in the works SBD car just 0.04 seconds ahead of me. So close.



Steve has invested heavily in new aerodynamic work on the Dallara he shares with Matt, and I feel there will be many close battles this season between us all. Have a look at all the trick bits they have added (above left) and the beautiful compound curvature on the rear wings (above right).

I swapped back to practice tyres for the next qualifying and with the track drying all the time went a little quicker and so prepared and got my head into gear for the final scoring run of the day. Bingo, a new PB and I took my first run off win of the season, some 0.25 ahead of Steve and 0.5 ahead of Pete. I also took FTD despite being only the 7th most powerful car at the meeting.

A chilly night, the coldest in Wales for 7 years they said in the morning news although thankfully the van interior only got down to a minimum of 0.8°C.



It was all going too well in practice on the Sunday. Glorious weather, driving seemed relaxed and I was leading comfortably. Put in a new PB and running 2nd overall for qualifying. I then, when it counted, on best tyres, overdrove and dropped backwards to 5th. Matt Hiram in the SBD works car taking the win.

Still, one final run off to play for, I had done it once on the day in qualifying, just had to repeat it. I had my driving plan, my espresso and was up for it. However, I carried too much speed into 'The Banking' and in the braking panic changed down too many gears to 1st, which destroyed the momentum and I ended up 5th again with Matt taking the double win.

Still, points were shared around the paddock that weekend and no one person ran away with it. Steve leads the championship and I'm an equal 2nd with Pete.

Matt and Graham in equal 4th and the rest of the pack all in the mix. It looks like the 2022 season will be everything to play for.

Blyton Park Weekend

On the Saturday Eastern circuit, the Eco-boosts were flying and Graham won the first run-off by just 0.03 secs ahead of Pete and myself 3rd ahead of Terry in the V8 Lola. In the second run off, Terry found his form and won, whilst Pete tickled the barrier at Bishops and removed the right front.

After taking the engine out (as you do) on Saturday, Matt demolished the field the following day to win both run-offs, Graham netted 2 second places, Steve Broughton two 3rd places and a 4th and 5th for myself, and strangely Terry 5th and 6th. The sharing of the wins makes it all very tight at the top of the championship at least.

Pembrey

After a few weeks off, an excited travelling British Sprint Championship circus arrived and queued up to gain access when the track day stopped at 6. Several





competitors were working on their cars either on or off the trailer, myself included.

A few days earlier I noticed that a rear shock absorber was leaking, so a swift same day turnaround from Shaun Pickering and quite a few miles driving sorted that out. In hindsight however, I made an error in the reassembly and bump rebound adjustment phase and the set up of the car was significantly wrong for the first two runs of the Saturday, and as a result I managed to qualify for the run off

points but only came 6th. The event was rather slow in being run and as such there wasn't a second run off. So, the day sort of fizzled out, but with Terry Holmes putting his V8 Lola at the top for another win and Graham Blackwell pushing him hard to 2nd place then Matt in 3rd. Jubilee music and some beers cheered up the paddock as we packed away in a downpour.

The rain overnight was welcomed and I hoped I had the car set up enough by hand to allow me to push a little more. 2nd fastest behind Terry in practice was a good start and I qualified 3rd. At 2pm for the restart the rain had stopped and the

track was drying fast. A quick inspection showed only a damp track and minor puddles so I elected to run on slicks, mainly to avoid damaging the wets if it was too dry. This worked well and for run off I managed a 3rd place, with Steve Broughton a few tenths behind Terry.

Matt didn't do well in the slippery conditions and was in 11th, so that will be a dropped score come the end of the season for him. The final run off was back on to full wets, and the big power cars ran well, Terry taking a clean sweep for the weekend with a win, chased hard by Steve, I was 5th and "I only like it when its dry" Matt in 12th!



L to R: John Hansell, Graham Porrett, Simon Bainbridge, Terry Holmes, Kim Broughton, Steve Broughton at Pembrey



Llandow

An annual favourite BMC club event, put in the diary for testing and seat time and fun day or two out. I made myself car sick as usual with around 8 laps spread throughout the Friday afternoon.

The test was useful for SBD as I was upgraded with new traction and launch control software – designed to work smoother and with a different philosophy to before. It was a two way thing with me sending data back to the factory and then receiving fine tuning updates in the evening direct to the car ECU, via my laptop and phone as a dongle – all very

high tech.

The day was a fun mix of rain, sunshine and hailstones. I took a comfortable overall win, but not a PB due to conditions. The bonus was the car was all in one piece, even though the oil tank slight leak repair didn't work. Let's see if the second attempt repair will be better at Lydden this coming weekend.

Steve Miles

Radical out with BMC and HSA

Continuing our season of visiting new venues, Prescott came up next in mid-June. I'd heard mixed reviews on this venue leading up to the event but in our experience the venue, people, organisation and especially the breakfast rolls were all top drawer.

So, what about the hill? This is brilliant as well. Luckily, we had fine weather on the day so set about learning in practice and with the day running so well had three practice runs. Well, I did but with Simon

going second his P2 was cut short just off the start with max RPM, a snapping sound and no drive... Oh dear.

We got the car pushed back to the paddock, rear body off to see what had happened, just a chain failure so we got straight on with putting a new one on, except it was a couple of links too long and we had no way to cut it.

Cue Mary Bartlett to the rescue with Pekka getting her to detour to their house to pick up a grinder, then fitted the



Llandow conditions proved tricky, although not like the journey home.

new chain etc. Can't thank you guys enough, somehow got it fixed in time for P3... just.

P3 was much better despite all the running around sorting the chain issue, delivered a 43.87 run helped by having no wheelspin out of Pardon hairpin. The timed runs started with us close with mid 44 second runs, game on! I was first again so tried to get out of Pardon properly but loads of wheelspin this time leaving me on a 44.44.

Simon was in the mood (you can always tell from his tyre warming / starts) so set off as both me and his son Tom watched the clock at the bottom, to see it stop at 44.45...just one hundredth apart! This event was also split into each championship class, so HSA were all together as a class, so I took the win with Simon 2nd. A well-deserved cheeky beer in the club house finished the day off perfectly.

With Simon away I popped over to his house on the Thursday night for a quick check and prep for Llandow the following Saturday, after getting it out of the trailer it was clear things weren't all well with a small amount of oil in the undertray, further investigation showed another

cracked housing from the chain breakage but our bracket we made had done its job and saved a lot more damage. Clear that we couldn't fix it before the sprint, a bit of JB weld was applied to stop the weep and fingers crossed it would be OK.

Typical Welsh weather for our Llandow Sprint. It wasn't a case of four seasons in one day, more like every hour. I don't remember such a lottery of conditions for a long time, so much so we had put wets on in preparation for our runs in pouring rain, only to scramble them off again as within 30 minutes the track had been cleared of water.

P1 was tentative on a damp track and with a light shower before T1 Simon went back out and let me know the track was dry. I went for it knowing this could be my only dry lap and set a 73.93, a good second and a half under the existing HSA record...happy with that. T2 was very damp, and we'd put the slicks back on so that was a slither round.

On T3 I went first, and the track was better with small dark areas around the lap so gave Simon the info, not perfect but good enough to push on. He came

back with a 74.56 so a second under the HSA record as well along with a 1-2 in class. Just a shame we had such inconsistent weather, but on the journey home it was like a monsoon, so maybe we didn't have it quite as bad as we could have.

The 'bodge' worked enough to get us through Llandow, we've now fitted another gear selector housing which has been modified so hopefully if we get another chain break the housing will be OK. The homemade guard took a hell of a whack and certainly helped keep the damage to a minimum.

The second weekend in July took us to Loton Park and yep you've guessed it, another new venue for us. Another fantastic location, the hill, setting, people and organisation were all excellent.

Warmth and sunshine all weekend was very welcome, so we went up on Friday night and camped on site. We were parked by the Bonfield family so joined them for an evening walk up the hill and some much appreciated knowledge and a good look at what we'd be attacking over the weekend.

It's a very long and technical hill, we both agree it's superb. We were looking for mid 50s area as a ballpark before the

event to aim at, so I was pleased with a 54.95 in P2 with Simon a second or so adrift. He seemed to have trouble remembering the course here for some reason, leaving out a left or adding a right when reciting the track, resulting in a near 'off' at one point in T1.

The day finished with me on a 53.5, Simon 54.99, 1-2 in class before meeting Pekka, FTD winner Phil Montgomery Smith and his wife Taryn in the pub afterwards. Special thanks to Mary for giving us a lift back to Loton after arriving at 11pm from a wedding in Oxford in the day... what a saint!

Sunday dawned bright and warm again, another walk up the hill with Simon more focussed on getting dialled in, the times on the day showed this with him going over a second quicker in P2 than on the Saturday. I had a good run on T1 and did a 53.01, enough to beat the HSA record by a couple of tenths. Simon improved massively down to a 53.5 and no doubt we'll be closer on our next visit there. I just managed to get my head in it a bit quicker.

Back to Clay Pigeon Raceway on the following Sunday, apologies to Simon for dragging him there as it's very not his favourite place. Another hot and sunny



Simon just about to go out at Loton Park

event, we were again using the Pirelli SuperSoft tyres as used at Loton, these have a much more stable temperature window as we find the UltraSofts can't handle hot track conditions, the weight of the car and being double driven on certain circuits, they just overheat.

The event went pretty smoothly, I was aiming to break the class record if possible, but the focus was on heat management not just for the Radical but us as well... it was HOT. Managed my goal in TI with a 70.09, four tenths quicker than my previous record and enough for provisional FTD. I couldn't improve on that, Simon took a huge chunk off his PB to

finished 2nd in class, but the battle for FTD was in the balance all day.

Tom Williams in his MWR Storm had been very close to my times, and pulled it out of the bag on literally the last run to record a 69.99, just a tenth in it. Congrats Tom, great lap! We finished 2nd & 3rd overall so all in all a great result.

Last report this time and back to an old favourite, Castle Combe for the DMS. I've never beaten Simon at Castle Combe in the Radical (or the Force) so this is one I wanted. Another warm and sunny one thankfully, and with just a Ford An-

glia in with us, we were really only competing with each other in class.

With practice done we concentrated on the timed runs. In T1 Simon went first and put in a 59. After the practice run I felt good so went for it and managed a 57.72, enough to nick the record by just a tenth. T2, and although the lap felt really good, I was slower at 58.38, couldn't quite understand that, Simon jumping down to a 58.5.

Lunchtime was called and as we stood around chatting Simon pointed out we

were still on Hillclimb settings (oops!) so decided to swap to the track spec settings including the Niklinks (roll bars).

Was it quicker? Well, the jury is out as I managed a 58.09 so in the right area, Simon had no time recorded on his run (timing error) but had a strange launch and noise when returning into the paddock. On investigation we think the noise was a bracket on the rear hub just fouling on the brake mount, no idea why now as in theory it can't move, but we 'adjusted' it away and the noise went.



Homemade chain guard saved the day



We also thought the clutch felt odd, so Simon did his re-run at reduced pace just to test the car, seemed OK. At this point we'd talked ourselves into a possible problem, he has much more experience in these M/C engines, so I was happy to take his lead on this.

We decided best we leave the final run so we can remove the clutch and inspect it, much better that way than an expensive blow up. A disappointing end, I was looking forward to a tight battle between us.

We have a break of a month or so now before Gurston Down at the end of Au-

gust and with holidays, new pets and family and work commitments we'll have to work some time in for the Radical, clutch out and inspect with an oil change and a general check round, oh and remember to swap back to Hillclimb spec.

Thanks as always to team Clemow for all their support and taking the Radical to all the events and the girls for being so tolerant, more next time.

Dave Greenblade

Back in 2014, a group of us went to the Nurburgring for Easter in a couple of 911s, an Abarth and The Ronson, a 1996 Mercedes C Class that had been Chris Dymock's daily driver until it got a hole in the fuel tank. You can read about the trip in an issue of Driving Mirror from soon afterwards.

For Phil Oliver, it was his first experience of driving on a race track and, like all of us, he was hooked. He was going to start competing and, despite my protestations about how an MX5 is completely pointless in the ASWMC class structure, he bought one unseen on eBay to start competing. The car? The fabled RS, a legend of Bristolian motorsport.

His first event was the Clay Pigeon Sprint in October of 2014 and I unsuccessfully tried to convince Roy Sims to change the ASWMC class structure to 1841cc to accommodate the MX5, which was thoroughly outclassed in the >1800cc class. By pure chance, there were several MX5s at the event, including Mark Crookall, David Newman and Nick Revels. I agreed to start a championship if they all agreed to join it and the Vincenzo & Sons Bristol MX5 Challenge was born! More than a dozen cars turned up to the first round and now in Season 8,

it's still going strong.



Phil's first sprint at Clay Pigeon



Fitting coil-overs over the winter of 2014/2015.

Phil campaigned the car prolifically until the end of 2016, doing Autosolos, Sprints, Hillclimbs and running demonstrations on grass at the South Glos Show. He decided to take a break and offered the car for sale just at the time I was giving up on my supercharged MX5, which had blown two superchargers in 10 miles of driving. Dave Greenslade was looking for a new Autosolo car and we agreed to go halves. We knew the history and the spec, had a good poke around it and I drove it home.

Dave and I took it to the ramps to have a good look around and make a plan of what needed fixing for 2018. We'd spend 2017 getting it into good shape, and being an MX5 what we did expect to find was the chassis legs in poor condition.

But, what we didn't find was all of the chassis legs. It needed new ones made and so Dave cut up sheet metal and his business partner, Nick, welded them into place. This earned it the RS (Rusty Shed) moniker. We also fitted a Torsen Diff,



Fitting the Torsen Diff and Poly-bushes

poly bushes and carried out basic maintenance by swapping all the old fluids and service items.

After sorting out the suspension, we started on the journey to make two people of vastly different build fit a notoriously small vehicle. The problem turned out to be less how we both fit, but more how I fit full stop. The only way I can get my helmet low enough in the car is to tilt the seat backwards and put it on the floor. This is only possible if the seat goes all the way forwards and tilts back until it hits the rollbar.

It took hours of messing about with seat positions and after all that, Dave couldn't see over the steering wheel. This was

easily resolved with an old tarp folded up and a floor mat placed on top of it. The extra couple of inches gave Dave the position he needed. I was still bashing my knees on the steering wheel, but a new dished wheel solved that problem and makes the RS the most comfortable car I've driven with all the controls falling to hand.

We did a few Autosolo events in 2017 to get the car working properly and got lots of seat time at the Supercar Saturday Autosolo, where we both spent the whole day going sideways.

In 2018, after only doing a couple of Autosolos in 2017, the RS returned to a full season of the Vincenzo & Sons Bristol



Top 20 overall in practice at the GWS #rainmeister (Picture: Steve Kilvington)



The first event of 2019 running the coveted gold 401 numbers.

MX5 Challenge. Dave was driving the Force with Simon on Sprints and Hill-climbs, so I was the sole driver at most rounds. It was a tough battle with Tom Caldecourt all season, but a couple of mid-season wins sealed the RS its first championship.

In 2019, Dave joined the challenge as well, with the RS taking 6 wins that season, mostly with Dave at the wheel. Covid changed the world and neither of us have competed in the MX5 Challenge since, although we've both driven in Autosolos during that period. The RS has been a (not very) solid competition car that's always been at the top of the timesheets in Class A and also served me well for weekend roof-down work.

Dave is now back on slicks at Speed events, having won the ASWMC championship in the Radical. He's also got himself a new car for Autosolos whilst I prepare to have a new driving partner - A Laurence Jr. So what for the RS? There's a strong emotional connection for both Dave and I, almost as strong as the connection between air inside and outside the sills.

Do we repair and continue or send the RS to the big scrapyard in the sky? We don't know yet, but what we do know is that as one book ends, another is ready to be started. See you in the paddock..

Andy Laurence

Drive-By

“Mr Dymock, just to let you know that your car’s failed its MOT...”

Oh crap... well, no surprise really, it is a fifteen-year-old Vauxhall Vectra, after all, and happily it only required a replacement £24 front suspension drop link to be good to go again, phew, and that’s my annual automotive worry-moment out of the way for another year.

In addition to the MOT I had a full service carried out at the same time and also had four new tyres fitted as the set on the car had done 33,000 mile since I had them fitted when I purchased the Vectra in August 2020 - got my money’s worth then - and as the tyres going into the recycling bin were a mid-range budget type and had been more than adequate for a 1900cc diesel Vectra, I replaced them with the same again, so not an eye-watering, open wallet surgery with a total bill around £700 all done.

Needless to say, the old-stager has felt a lot better to drive since the service and is still racking up around 500 – 600 miles a week returning a, not unreasonable, 50mpg on most of my journeys, and never dropping below 45mpg even if you cane it, which is pointless because, you know, it’s a 1900cc diesel Vauxhall Vectra with an automatic gearbag, so a fruitless

exercise that’s about as enjoyable as a DIY Lobotomy...

Still, outside of my requirement for a globe-trotting equivalent commute to my office, a couple of other recent journeys have been infinitely more pleasurable.

The first being the annual BMC Dick Mayo Sprint at Castle Combe Circuit to which I really look forward and made even better this year by having wonderful weather for the day. My early morning trip to the circuit from my home in Yeovil being a genuine pleasure on a glorious morning with quiet roads and, after my arrival, a rather good full-English from the Café at the circuit had me ready for a day on the microphone in my usual role as announcer (it’s not really commentator if you think about it).

This year’s Dick Mayo Sprint went exceptionally well with just a couple of minor stoppages to be dealt with and we even managed to get in an extra set of runs before calling it a day, top job.

I hope all our competitors enjoyed the event and I must take this opportunity to pass on my gratitude to our Paddock Marshal on the day, Jackie, who genuinely makes such a difference in getting the various classes organised and over to the

assembly area when required, absolutely brilliant! And all on the day before my 60th Birthday, a very good weekend.

Having a week off work to take a break and celebrate my birthday, Lynnette and myself made several day trips visiting local National Trust sites and enjoying leisurely strolls in their gardens and scrumptious picnic lunches. Lovely stuff or would have been had I not been in the company of a budding 'Gardeners World' presenter and who insisted on relentlessly identifying every single plant and regaling me at length as to whether we already have it/will have it/can't have it in our own gardens.

And as if that wasn't enough to deal with (I just mow the lawns, my interest in any plant ends at whether you can eat it or smoke it...), Lynnette insisted on using the correct Latin names for all this greenery to the point where I can probably now have a decent conversation with Julius Caesar if he rocked up with a legion or two and demanding lunch - bloody Monty Don's got a lot to answer for...

It may be just me (highly likely), but I find this use of Latin names for garden plants just a little pretentious, I mean, it's not as if all these plants don't have a British name which doesn't confuse each with any other, so the argument that the Latin names are required to identify the genus

or species etc is perhaps a little spurious to say the least?

Imagine the equivalent situation with cars. We all know what car is being identified when we talk about a BMW 320d, no confusion there, agreed? So why, in the name of sanity, would we want to use something like "Bayerisus Machinus Workiosus Germanicus Saloonus Automobilus 320 slimeyfuellus"? No, just no, the Romans were here 2,000 years ago, move on.

Being honest, I do try to have a little bit of fun with this, and I believe Lynnette may still be trying to find my favourite flower in her gardening encyclopaedia, the not-so-rare 'Canineius Danglianus', ...

And mentioning 'Canineius Danglianus' brings me nicely to my second recent pleasurable journey, and another suggestion by Lynnette which somewhat came out of the blue.

This Saturday journey had us travelling to a village just south-west of Blandford Forum (oh no, bloody Romans again, typical) and the obvious route via Dorchester (and again!) wasn't really feasible as our appointment was at 1.30pm and the roads around Dorchester this time of year are constantly clogged with holidaymakers heading for Weymouth and the south coast.

As I don't use Satnav and the trip was likely to be less than an hour, so easy enough to remember, after having a look online I mapped out a route that took some back roads south of Sherbourne and we gave ourselves an hour and a quarter or so for the trip just in case of any delays along the way.

And good job we factored in some extra travelling time, as although the back roads routing was a good idea, actual journey time was always going to be subject to traffic and needless to say we managed to constantly find ourselves behind silver-haired locals driving between villages at a maximum of 30mph and slowing down for each and every bend in the road "Dear Lord, get on with it Cotton Top, it's not going to fall over in the corners. Old fart, got to be 60 if he's a day, ah, uhm, hold on..."

The upside of our enforced gentle progress was a chance to better take in the scenery, and what an utterly fabulous part of our country to travel through. If we thought South Somerset where we live is beautiful, and it certainly is, then Dorset must be Gods Own County, despite what every Yorkshireman would argue to the contrary.

There are definitely worse places to be suffering slow traffic, and we even considered the villages and countryside on our route were probably worthy of a repeat run at some time in the future just for the incredible views and to stop off at

any one of the wonderful looking local hostelries for a couple of Hop Sherbets and a Ploughman's Lunch.

And just a couple of miles from our destination... yep, we join a queue of static traffic. We're now getting close to our appointment time and the queue moves forward by just half a dozen cars at a time, so must be temporary roadworks? Nope, turns out to be an accident with enough police and ambulances in attendance to make a decent episode of any 'blues & twos' documentary.

Anyhow, the delay wasn't too desperate, the officers in charge get us through in good order and just ten minutes later, and pretty much just in time, we arrive at our destination, phew.

So, what had my darling Lynnette gone and organised for us? A classic car show, perhaps, or a visit to a local aerodrome for an airshow with classic aircraft on display?

Fat chance, not a hope Dymock, what were you thinking, idiot?

No, the reality was that although I had a hazy memory of a brief discussion on the subject in the recent past, Lynnette had actually gone ahead and decided that it was high time for us to have another dog in our life and that's why we were now at

an animal rescue centre that specialises in Greyhounds and Lurchers.

Yep, Lynnette had arranged for us to meet 'Percy' a six-month-old Lurcher puppy that had been found as an abandoned stray. Well, okay Lynnette, but let's take our time and make a considered decision before we commit... oh dear Lord, he's a darling! And well, that was it, done deal and a gorgeous little boy has found his new home for life.

I can't grumble (I'm genuinely over the moon with this) and, as I write, we're a week away from bringing him home. I can't wait! And as 'Percy' is part Saluki, we're changing his temporary kennel name to 'Ruh' (pronounced Roo) which is Arabic for Soul, perfect.

And the drive back home was obviously going to be easier, right? Of course, it was. Right up to the point we came around another country road bend and joined the back of a line of traffic following a World War Two American 'Deuce and a half' six-wheel drive truck happily trundling along at 20mph. Downhill. For mile after mile, after mile...

Oh well, I've had worse days, and we're looking forward to next weekend repeating the delights of our sightseeing drive through glorious Dorset to collect our new family member and introducing

him to his forever home. Even a Vauxhall Vectra can't detract from that level of unbridled joy - I guess I nicknamed it 'Kennel Klub Kar' for a reason.

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.

If you agree please tick box

☐

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

DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk

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

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

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

Security for your information

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

Your rights

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

You may make a complaint to the Information Commissioner.



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Adrian@ClassicCarMaintenance.co.uk

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)		