

Magazine of Bristol Motor Club

# Driving Mirror



September - October 2022



Three champions crowned

Inside: Donington - Llandow TD - BSC - Ariel Visit #1

Monster MGZR Engine Rebuild - Wroughton - Drive-by

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*Cover shot by Andy Thompson of (L to R) Pekka Tulokas, Aaron Sharp, Phil Oliver.*

# Contents

- Page 4. **Chairman's Chat**  
*I celebrate two of our recently crowned champions.*
- Page 5. **Motorsport UK**  
*Latest Revolution from our governing body.*
- Page 6. **Ariel factory visit**  
*Joe Clemow went and loved it.*
- Page 8. **TVR out with the HSCC at Donington**  
*7 hours between quali and race left plenty of time to miss-calculate fuel requirements.*
- Page 12. **Wroughton - Around the cones**  
*Steve Connor shares his day at Wroughton and how the championship is going.*
- Page 14. **Steve Miles - 2022 British Sprint Championship**  
*Part 2/3 of the season shared, as well as VIP doors opening to CarFest South.*
- Page 18. **MGZR - Keep, sell, scrap or compete**  
*Chris Briant chooses 'compete' and embarks on some serious 1.4 K-Series tuning.*
- Page 26. **Llandow Track Day on Friday 10th June**  
*Great photo montage from Josh and Nick Long.*
- Page 28. **Drive-By**  
*Chris observes more M5 motoring habits, a Landy rebuild and Ruh the rescue.*

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The next Driving Mirror deadline is  
Friday 2nd December 2022.

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

# Chairman's Chat



**We've had a busy time recently with Wiscombe Hillclimb, Wroughton AutoSOLO, Great Western Sprint, all while our MX5's also visited Kemble and along with the Two Litre Cup, Manor Farm as well.**

This has resulted in two overall challenge winners being crowned. Congratulations therefore to David Newman (2 Litre Cup) and Aaron Sharp (MX5's). There were also class winners in the latter (Pekka Tulokas and Phil Oliver) and many other strong performances. Very well done all.

David is a 3x Challenge winner, the first was in the MX5's, now twice in the 2 Litre Cup. Aaron who scored the same points as Pekka Tulokas, won by the closest of margins, a tie breaker. Considering how tight it was, when it needed to count, specifically at the GWS, Aaron delivered.

In David's case what stood out was some of the times he posted in his MKI MX5. For example 4x timed runs on a 69 at the Dick Mayo Sprint. That's Lotus Elise being driven quickly territory, in a MKI MX5. Very impressive.

There were also many other stand out performances that we'll cover here in the magazine now and later on in the year.

In August some of our brethren enjoyed a trip down to the Ariel Factory in Somerset. Joe Clemow telling us all about it in this very copy of the magazine. Such was the positivity felt by those attending that Mary Bartlett arranged a second visit for Saturday 10th December. I was going to say if you fancy be quick, but it filled in no time at all. Next time.

Next up in November is of course our Allen Trial which needs all the help it can get and so please contact Pete Hart or Mark Tooth using the contact details in the front cover of the magazine if you can help out in any way. We really cannot do the Allen Trial without you.


In the magazine this month, Joe shares our first Ariel Factory visit, there is a picture montage from our Llandow Track Day, Chris Briant describes a monster MGZR K-Series rebuild, Steve Miles shares the pen-ultimate BSC rounds, Chris Dymock loves a local Landy rebuild and I reveal yet another way to fail to finish a race, this time at Donington.

*Matt Nichols*



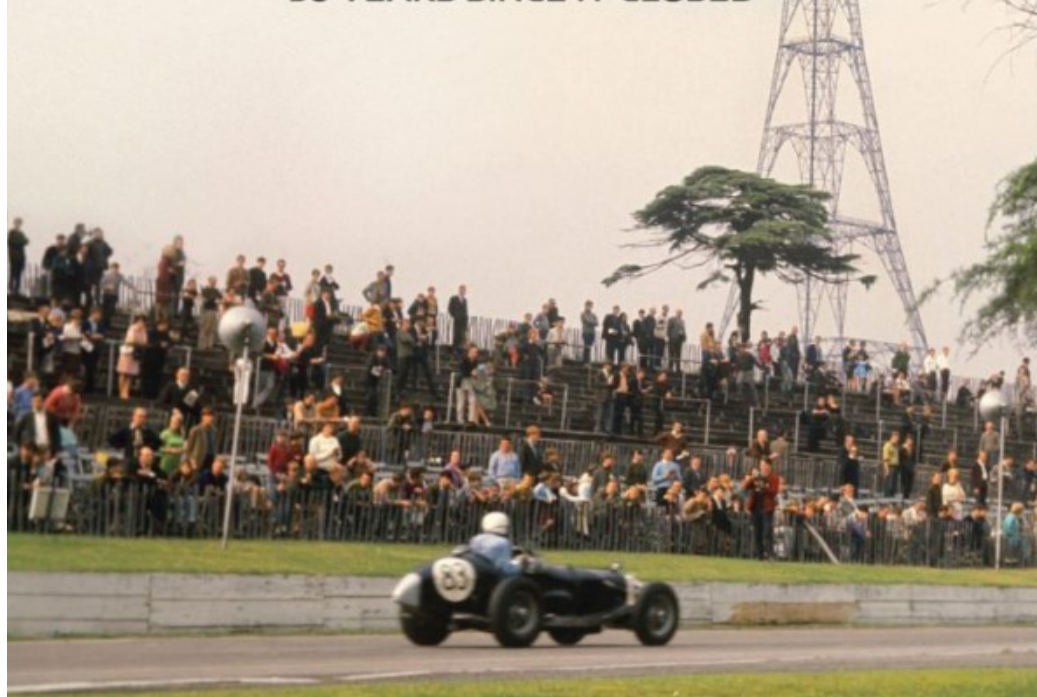
# Revolution

September 2022

The official magazine of  motorsport uk

## RACING AT CRYSTAL PALACE

REMEMBERING 'LONDON'S OWN RACETRACK'  
50 YEARS SINCE IT CLOSED



**DEREK WARWICK**  
MY MOTORSPORT  
MOMENT

**FEATURE**  
THE ART OF  
HANDICAPPING

**INSIDE HQ**  
MEET THE OFFICIALS  
PATHWAY TEAM

**PLUS: WHAT'S ON + NATIONAL COURT + CHAMPIONSHIP RESULTS**

# Ariel factory visit

I think I speak for everyone that joined me on the trip when I say that it was an absolutely brilliant day out.

Having a guided tour of the Ariel factory, with one of the marketing guys who doubled as a tour guide really highlighted how small the Ariel team is. With only 30 people across the whole company from people building the new cars, to sales and marketing to the service centre and the R & D team.

The short walk round the factory also gave everyone an idea of just how small the whole place is, yet what this place pumps out is amazing. Seeing the work put into the cars on the factory floor, with one technician hand building each car up over the course of about 6 – 12 weeks (depending on the model).

The attention to detail in the work is astonishing as well, with each zip tie evenly spaced and every work area perfectly clean and tidy, which is





something I'm sure a lot of people can aspire too (including myself!).

The tour we had was also very informative giving numbers on how many vehicles are produced a year and it is clear that at only around 110 vehicles produced a year that being in the Ariel club is quite exclusive.

It was also nice to see Ariels approach to marketing, bringing cars out to shows and events to gain public interest rather than

pushing it out through the media which adds to the feeling you get from Ariel that it is definitely a similar small, family-owned business to the original that started producing bicycles in the 1870's.

A big thank you from me and everyone else on the visit to Mary Bartlett for organizing the trip and I am told there may be another one soon.

*Joe Clemow*



# TVR out with the HSCC at Donington

**F**ollowing over-heating issues at Silverstone, the TVR's cooling system was duly simplified by replacing the problematic swirl pot setup with a far simpler in-line filler neck on the top hose connected to the same expansion tank. This worked well in Quali providing a 7hour opportunity to over-think the race.

Turns out in 2022, at Donington at least, that the rule of thumb of '1litre of fuel per minute' is pretty accurate. A 25min race here in the 3000M requiring 25litres

of fuel. Shame then I only put in 23litres (3/4 tank). The car ran for 24mins before coughing and spluttering itself off the circuit one lap before the end. What an IDIOT I am. What was I thinking, cross the line and let it die on the cooling down lap? As stupid as all this sounds, I have finished many races with nearly half a tank left, so running out like this did honestly come as a complete surprise.

The day was a long one too, I had left the house at 6:00am, arrived at around 8:15am to get setup and scrutineered all before a 9:50am quali. Something that had been further complicated by combining



With no Steve B, battles included Jon Wagstaff, Alfa GTV...





.... and Tim Haines Invitation Class Alfa 33

two grids to put out 48 cars in total. One grid was staggered behind the other, but of course both were soon mixed in together after just a few laps. It wasn't exactly comfortable driving and just as you got into a lap you tripped over cars that you don't normally run with on track. I did six laps and ended the session early 18/26 on the grid. The good news was that my time was close to the cars immediately in front and so I was looking forwards to the race itself.

Interestingly I was going to be lined up next to Tim Childs Alfa Romeo GTV,

which I couldn't keep up with at Silverstone. This gave me hope my performance wasn't too far off. There was also going to be another lengthy gap to a late in the day 17:30 race giving time to perform those fabled fuel calculations. Quarter tank in quali, should equate to a three-quarters of a tank in the race. Of course, the less said about that the better, I'll just brim it in future.

I did also check my new cooling setup with the only concern being that although the expansion tank had filled, its contents had not been pulled back in once the en-

gine had cooled. So, following advice I raised the expansion tank, and lowered the filler neck to help with the refill, and fitted pressure caps to both filler neck and expansion tank. Doing the latter, I wouldn't recommend, as although temps were fine it was getting in a right mess afterwards, spitting and blowing water out of the top of the filler neck cap.

I've since gone back to one pressure cap on the expansion tank with a flat cap on the filler neck. The final move could be fitting a recently purchased on eBay Scimitar GTE combined thermostat housing and filler neck. These are readily available as an aftermarket item for the Ford Crossflow, just not the Essex V6. This puts the filler and connection to the ex-

pansion tank at the highest point of the engine which helps with releasing unwanted air.

After final checks, food, drivers briefing and a 30mins powernap (afternoon snooze in reality) 17:10 finally came around when we were called up to the assembly area which is situated on the Melbourne Loop. After venturing out and completing a green flag lap, one thing that stood out was how close cars are positioned together on the grid. At Silverstone we were spaced out, but sat here, leap-frogging the row in front looked like an inevitability, rather than the usual ambitious goal.



Alfa 33 dealt with, but shared grid 80s race Peugeot about to engage.

Starting procedure was all five red lights on together, and then shortly afterwards as they go out, five green lights come on. We were off and leapfrogging went from being a distinct possibility to distant dream. It was all a bit too tight; I just couldn't see a clear way through. To make things even more interesting, and despite making a few places, I'd also seen another GTV come through from behind. Still there were 25mins (24mins in my case) to sort things out. At the start of the race, we were still two by two, including down the fast Craner Curves, and with rear and side visibility in the TVR being more than a bit poor, safest to assume the car that was next to you, is still there. It was, a blue 911 in this case that I'd got past off the line. He returned the favour getting past both me and the Alfa in front shortly afterwards.

As the initial laps progressed the inevitable train began to form, and it was time to think about making up some places. Tim Childs rapid Alfa GTV had pulled off, leaving the second red GTV in front that of seasoned racer Jon Wagstaff. Someone I've always been close to from my very first race at Thruxton in 2015. I ran behind Jon for a few laps before simply out dragging him along Starkey's Straight. Next up was Tim Haines Invitation Class Alfa 33. Tim's car running bigger than standard carbs and later 1980's spec outboard front disc brakes, but still enough in keeping with the 70s Roadsports ethos to be allowed in.

Getting past Tim was a whole different story, although the gap did helpfully reduce when he had to dodge the now spinning blue Porsche 911, that had previously overtaken all of us, on the exit Redgate. With Tim, as was the case last time out with Steve Bellerby, a close battle soon ensued between us. Tim being faster in some places, me in others. Gradually though I was winding him in and this for me is what it's all about. Close battles up and down the field. Watching the video back I can see that I take a few laps to get into a race, and as this battle was a good 10mins in, my driving style was far more 'confident' than it was at the start.

In the end I managed to get alongside Tim along the Wheatcroft (start-finish) Straight and out-brake him into Redgate. I'm telling that story extremely positively; Tim was very generous by not coming back in on me. It was a late move, and he could have easily done that. My job next was to keep Tim behind, which I did, and other than keeping out the way of the lead cars, whilst lapping a back-marker myself, 13th O/A was looking safe until that is a sudden loss of power followed by extreme kangarooing, yes, we were running out of fuel with one lap to go. Gutted and somewhat annoyed with myself, I pulled off the track, just making it to my paddock spot. Next time.

*Matt Nichols*

# Wroughton - Around the cones

**S**eems like quite a while since we were at Wroughton for the club's second Autosolo event of the year.

Arriving at the venue after driving through fog on the way up, it was so thick that we could not see past the end of the paddock which was only 30metres or so from where I parked.

As usual I was one of the first to arrive, and by the time we walked the first course the fog had lifted sufficiently to see where we had to go. It wouldn't be long before the sun was shining - what more could we ask for.

Wroughton gives us so much space for courses, whilst basically the same layout as what was used at Westonzoyland in past years, here it is much more open and fast-flowing.

This goes down well with competitors many of whom enjoy the chance to get into second gear in places. A good mixture of slaloms and tighter turns was created by the organising team, with the tests being about 1/2 mile long.

As is the norm these days about half the entry were Mazda Mx5 models, mainly Mk2 and Mk3, with a few Mk1's too. It

has become apparent that the Mk3 has the edge over the others on most events. but it can be close, really close at times.

With the Challenge guys in a separate class to us other championship contenders, my focus today, as always, was on whether I could beat my closest competitors in the Cotswold Autosolo Championship (CMSG) which as many of you will know, I have a habit of winning overall.

This year Gary Ridgeway has had the edge on me since changing to a Mk3 from his supercharged Mk2 after the engine expired earlier in the year. And Eddie Martin in a similar Mk2 to mine, has been mega-close on most events.

After the first course had run, the three of us were separated by 0.6sec, and on the second course it was even closer just 0.2sec. Course three I somehow managed to edge ahead with my best two test times a massive 1.8secs ahead of Gary who in turn was 0.8 ahead of Eddie.

Gary was having none of that and on course four took 1.5secs out of me which meant that we finished the day on equal total times. For the first time ever so we're told, the tie decider had to be used to split us, and that gave me the class win by the smallest possible margin of 0.1sec. WOW!



Meanwhile, Dave G had been pulling away from everyone and despite the best efforts of Jamie Yapp in the rapid Clio 172 Cup, he took FTD as I predicted. I have managed to get very close to Jamie on several occasions this year, and I was pleased to see the gap was only 2 secs here today.

A big Thank You to all the organising team and Timekeepers, for allowing us competitors to have an excellent day of motorsport.

After the more recent Cotswold Championship Solo at Finmere, where it was Eddie Martin's turn to be the quickest of

us three, with me next and Gary following, it would appear that Gary has just got enough of a points advantage to take the class, and very likely, the overall win from me this year (Ed - My advice Steve is for 2023, get a MK3).

Jamie Yapp still has one more score to count at the last event of the year at Cheltenham on 16th October, so he could well jump ahead of us both. Whatever happens, what a great year of motorsport we have had. I'm looking forward to next year already.

*Steve Conner*



**Steve in his signature white MK2 (Westonzoyland 2019)**

# Steve Miles - 2022 British Sprint Championship

**Steve Miles of Mole Racing fame shares the pen-ultimate rounds for this years British Sprint Championship, starting with Lydden Hill.**

Cracking circuit at Lydden, with undulations, fast flowing bends and hairpins.

Terry Holmes, Lola Judd 3.5 litre was in fine form and took the first run off win by only 0.05secs from Matt Hillam.

In qualifying for the 2nd run off, Terry left the track at well north of 100mph and did a long run on the grass but returned to tarmac without anything more needed

than an underwear wash. However, the car was out of action for the run off and Matt took this win with Steve Broughton sharing the same car 0.03secs faster than me in third. So close, but a PB and a good points day for all.

## Kirkistown

I hadn't been across the water for 2 years, so looked forward to this event, especially as my wife was coming and we made a week's holiday after the event - lovely place, highly recommended.

The racing was good, and of the 4 run offs over the weekend, Terry took 3 and



**Lydden Hill didn't disappoint with a PB to boot.**



### Demonstration runs at CarFest South earned VIP treatment

I got my second win of the season. To be fair, the Lola was out of combat for the run off I won, but at least I had some stiff Ecoboost competition to overcome. Overheating was the name of the game as the long runs came at rapid intervals.

### CarFest South

I was invited to be part of the show at Car Fest south ([www.carfest.org](http://www.carfest.org)) and drive in front of a 75,000 audience over the 3 days at F1 World Champion Jody Scheckter's Laverstoke Farm in Hampshire.

This event has been running for 11 years



Evans chose not to drive in the end



### **View from the front of the stage (perks of the job)**

and raised more than £20M for charity and Giulia and I had a fantastic 5 days, joined by friends and sponsors. As a thankyou for driving, we had special access to side front of stage and our own guest bar in front of the 25,000 capacity crowd each night. The music line up was great, but I must confess to almost losing my voice after a beery night with the Kaiser Chiefs as the main act!

I was particularly excited about getting onto the Chris Evans Breakfast show on Friday morning despite the 5am alarm. At Carfest North a few months earlier where we were just paying punters, I had offered him a drive in my car and he excitedly accepted. He had a seat fitting, but I sensed he was nervous, and in the end not surprised when he didn't drive. But we did get interviewed on live national radio in front of over 1M listeners.

The variety of cars on the track was fantastic and representing all different genres from supercars, to movie cars, hotrods, NASCAR, vintage and exotic. Kids were so excited to sit in an actual racing car when we opened the paddock at the end of the day, I reckon there were about 150 in and out over the weekend. His son Noah was a lovely lad and so knowledgeable about cars. I had James Martin's £7M of Ferrari and GT40 in the paddock next to me, and I was pleased to put on a good show and enjoyed being the fastest car there. I also have been invited back for 2023.

### **Knockhill**

Possibly the last time we will get to drive this wonderful circuit due to price increases planned for next year, that would make the entry fee well over £1k for the day each, so would not be feasible. Good



luck to the circuit, but I feel they will price themselves out of income at that rate.

We had a 600-mile round trip for the single days competition, and fair play to Terry and Graham who drove home though the night all the way to the south coast. Graham even opened his garage at 8 on Monday morning!

Rain all night – that's good! and a wet practice, qualifying and 1st run off. I cannot do anything about the monster power of the Tegra Lola of Terry and Chrono of Simon Bainbridge in the wet and my coming advantage is gone but was pleased to end up 3rd by a very narrow margin ahead of Graham Blackwell in the EcoBoost.

The rest of the day was on slicks, but touch and go as a heavy shower could swing our way rapidly and upset things. Qualifying was a steady affair – no point

in coming off and not scoring, and the run off went well. But John Loudon and Graham both had timing errors and were given reruns. The hot tyre and extra practice certainly give an advantage and they both were ahead of me as I came 5th, but to be fair, Graham was well ahead of me in the dry and would have beaten me on the first run I'm sure, and considering John is running a motorbike engine lower capacity racing car, he is punching well above his weight and we have been close a few times this season.

The run off win came from Stewart Robb Snr who brought his 800bhp Pilbeam Judd 5 litre 10-cylinder monster out again for a play and just pipped Terry!

So currently I am still 2nd overall but there is a fast-charging Terry, Matt, Steve and Pete coming up the table. Next month I will update you how the final triple header end to the season went.

*Steve Miles*



**Local drive-in**

# MGZR - Keep, sell, scrap or compete

**D**ateline – pre pandemic. Location – a quiet corner of West Dorset. You'll forgive me but when I was offered a 55,000mile Mkl MGZR 1.4 by my niece, due to her buying a new car, my pulse rate didn't exactly sky rocket.

It had all of 105bhp, the power went to the wrong end, I had 2 other cars on my drive and it was about as appealing as Susan Boyle in a Leopard print thong. The car was surplus to requirements and, not surprisingly, there weren't queues of buyers lined up with cash. It had suffered HGF (twice) but had recently been brought back to life by her Dad and was running sweetly.

Scroll forward a couple of months and Steph called me again to ask if either I or anyone I knew wanted it. Errm, nope. However, it transpired that if nobody bought it by the end of the week it was to be scrapped. Criminal. Magically BN04 LZC appeared on my driveway a week later with not so much as a farthing changing hands. What had I done.

As it was here I thought I ought to at least have a bit of fun with it so booked a track day at Combe; I equipped it with some AD08's,

Aeroquip hoses, removed the carpets, rear seats and my brain and turned up eager to experience the very best that Longbridge had to offer. If I'm honest I was pleasantly surprised at the handling and just how nimble the car was.

It lacked urgency (I was overtaken by a wasp, 2 mobility scooters and a hat thrown by a spectator) but it revved



**When Chris was offered a 105bhp 1.4 MG**

keenly to 7k and seemed happy to be launched at the corners. My interest had been piqued and I began to trawl internet sites and forums for K series tuning potential. The I.4 is rarely the K of choice due to the relatively small returns in terms of outright power, but as I had a hankering to Hillclimb and Sprint it I wanted to remain in A1 up to 1400 so was happy to go with whatever extra could be extracted.

Initially mods were limited to a Piper 421 exh, a K-maps ecu flash, cold air feed, some Piper 270h cams and a set of used Avo coilovers. My tyre of choice was the Extreme VR2 in R5 compound, sadly no longer MSUK list approved but an absolutely stonking tyre. The car immediately started to feel a bit more purposeful and felt far more like a competition car.



**ZR** he chose to keep it and compete in it.

The '20 season saw us at Wiscombe several times, Werrington, Castle, Gurston & Manor Farm. It picked up some decent results, but lacked outright pace and just didn't have the power to pull itself along quick straights in the way other cars did. My immediate competitors were Peter Stiles and Gary & Mrs Pitt, both in Suzuki Swifts and boasting a considerable amount more power than I could muster. Frustrating. Enter plan B, just in time to be snookered by the WuFlu.

Plan B was simple; to maximise power, challenge for proper results, and not to fall into the inevitable trap of spiralling build costs. Have you spotted the flaw yet? I crack myself up sometimes.

First priority was to make it breathe. The K series uses a common cylinder head, and valve sizes, for 1.1, 1.4, 1.6 & 1.8 engines. Only

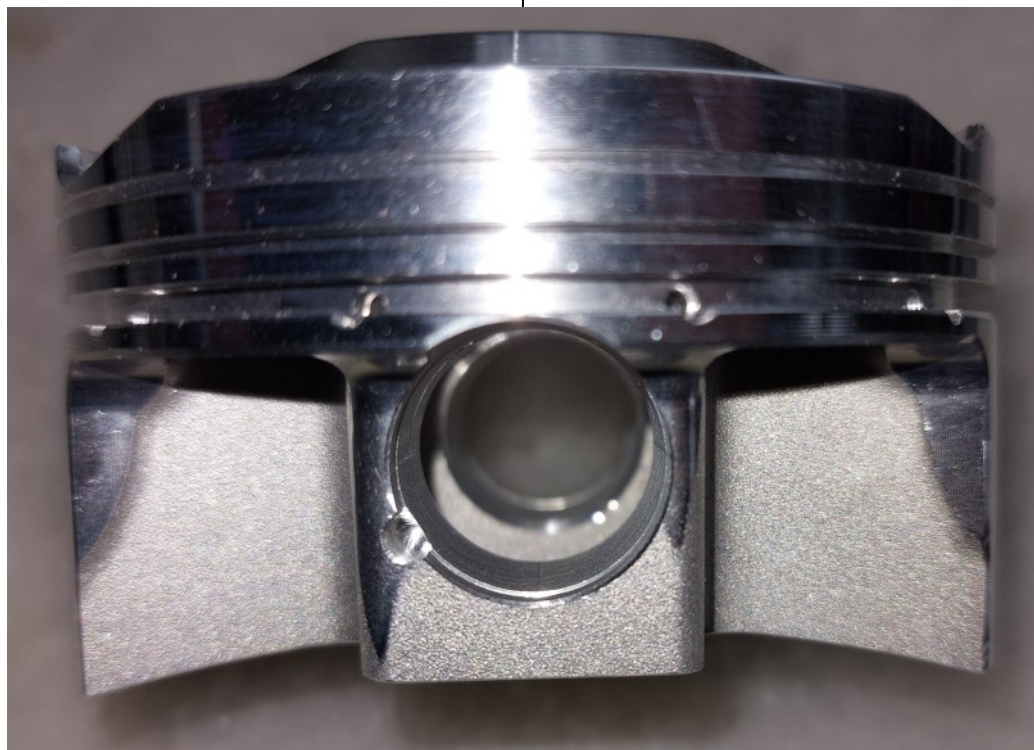


the VVC and VHPD model get larger valves and a different casting. My very good friend and all round decent chap Mike Ford, previously a Lotus Elise pilot and latterly to be seen in an S3, had extensive experience of the K in his Elise having carried out his own build, so after many phone calls an email was winging it's way to Roger Fabre, otherwise known as Kiwi Rog, of Sabre heads with a shopping list of requirements and spec options. Roger is an absolute legend; his K knowledge is formidable and he has past Rover links with Stephen Miles (he of Tipton Garage fame, more of whom later).

With Roger's guidance I arrived at his

KRI spec head. Ported and flowed, with 29mm QED stainless inlet valves, Newman phase 3 cams, piper verniers and Kent steel caps and springs. Even larger valve sizes are possible on the 1.6 and 1.8 but not on the 1.4 without offset guides as you soon run into issues with liner passing clearance, so without exploring offsets 29mm is the largest that can be safely accommodated.

Right, it can breathe, and it's likely to make a bit of power so enter stage left the next (of many) Achilles heels of the K. The piston ring lands. These are about as big as a Gnat's appendage and have a habit of collapsing and blowing by when subjected to power upgrades. The solu-



**Specially machined pistons solved K issue with piston ring lands**



tion is a forged item, so all I had to do was source some and fit them. Seemples. Not.

Accralite and Omega both made them in the past but there are no off-the-shelf items freely available currently. (Wossner make some but are 12:1 comp. rated which is generally accepted as being over kill for the K and can actually diminish returns) Hmmm, after more chin scratching than Jimmy Hill with a flea infestation I tracked down a UK rep for Carillo/CP in California.

Then came the beginning of a series of seemingly endless problems needing to be solved before the engine had all the components necessary for the build. Yes, they could supply bespoke pistons to a spec. Ah, what spec? I had no references and not enough knowledge to create a spec from scratch. Big stall. It was then that one of those serendipitous moments intervened and “an acquaintance” stepped forward with an Accralite which could be used for scanning and from which a detailed build spec, compression ratio, valve clearance could be produced. After adding some minor “improvements” to the current piston the specs went off to CP who reckoned around an 8 week turn around. 8 weeks turned into nearer 8 months due to worldwide material supply issues (cheers China) but eventually 4 works of art arrived in my sweaty mitts.

Cue next problem. Std K rods have a

factory press fitted pin on which the piston floats. They can be removed and re used but it isn't recommended. Additionally the new pistons came with fully floating pins which required a rod to float in. Alternatives were steel rods, again difficult to source, or to machine the std rods to accept either a bronze bush or to run the pin directly in the small end. This is where yet another K series guru came to the rescue. Dave Andrews of DVA engineering in Milton Keynes has vast knowledge and experience of these matters and advised that running the pins directly in the small end was common practice and if I provided a set of rods he would return them duly machined and balanced. I did. He did.

Long story short, after considerable thought I just wasn't keen on running them like this despite the best advice of those who know far better than I. Dave sympathised and coincidentally had a set of bushed rods that a client had ordered but changed their mind. He suggested I return my rods to him for a straight swap. What a star!. I now had a complete head, a set of rods, forged pistons and the makings of an engine build.

The bottom end of the K is regarded as being pretty strong unless you're intending to run it consistently past 9k. All the data suggested that I wouldn't be doing that so std crank, albeit polished and balanced along with the pulley and clutch assembly and a lightened flywheel, remained and we were another step nearer.

During the course of planning and putting the build together I've learned so much about these brilliantly designed engines. Sadly the execution and production of them was so typically British i.e. just not quite finished off well enough, which is a shame as SAIC the Chinese owners of MG are still using the engine. They improved the casting process and added some ribs to the block exterior to strengthen it torsionally, otherwise it's identical still and has a near zero head gasket failure rate.

Thus far I'd intended to stick with the single 52mm throttle body, and ally plenum, from a VVC model for it to breathe through, but the more I looked at it the more it became apparent that itb's were really the only way to maximise and complete the spec. Jenvey provided the perfect solution in their 42mm purpose made K series items. Even the std fuel rail can be used, with a blanking fitting where the FPR sat so that an adjustable external unit can be used for finer tuning.

The final piece of the jigsaw was to sit the wet liners in the block, check for level and adjust to between 2 and 4 thou proud of the block face. Oops. Varying liner heights and a slightly out of true block face meant that I couldn't rectify the discrepancies in my home workshop and would need to find a 'proper' engineer to carry out the work.

Woolbridge member and extremely fast Mini pedaller Steve Harris was just the

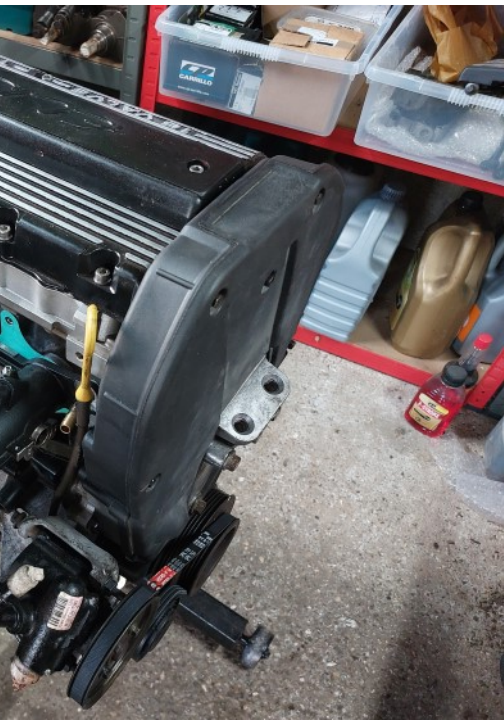
man for the job. Whilst he had the block and liners Steve suggested that he honed them to the new piston tolerances (cos he's cleverer than me and I hadn't considered that) We arranged an exchange worthy of M15 in the top paddock at Wiscombe and a few weeks later repeated the exercise, and I had a beautifully



**Chris was really pleased with the engine**  
machined block with perfect liner heights.

All sundries were duly collated, gaskets, (many joints use an anaerobic sealant) head bolts, the latest N series head gasket (NOT the MLS type) and new oil and water pumps along with an uprated oil ladder. The oil pump can be ported to increase ease of flow so I undertook that before fitting and we were dangerously

close to turning a mountain of random bits into something approaching an engine. A jig was fabricated to retain the piston rings whilst they were gapped to the specified CP tolerances, then the final technical challenge was to ascertain max permissible valve overlap with some dummy fitting; then onward and upward.



**nd result. Safe 147bhp at 8,200 too.**

For those less familiar with the K it uses a long head bolt that passes through the block and squeezes everything together. The crank is retained by the usual caps but once installed it locks solid and only becomes free to turn once the head bolts have been fully torqued.

There is then a specified torque figure needed to rotate the crank from the

front pulley. If it's tighter than the specified figure.....well, just pray it isn't! Anyhoo, after much checking, double checking, triple checking and a reference to the law of sod, it appeared that all was as it should be and gradually the ancillaries were added until I was looking at what, to all intents and purposes, resembled an engine. Woo, and may I add, hoo.

The next stage was to time in the cams and for this I recruited the very talented Mike Ford who appeared from deepest darkest Devon one Sunday with dial gauges, a steely demeanour and the confidence of a man who knows his onions. I would like to say that I contributed to this part of the build but in reality all I provided was coffee, lunch and some well-chosen words of encouragement. After many hours of checking figures and measuring Mike pronounced himself happy with all clearances and we had an engine.

Fitting was relatively pain free and luckily no major surprises so all that remained was to map the Emerald ecu, and drive it. The obvious choice was Tipton Garage, Stephen has in the past extracted 329bhp from a 1.4 K series fitted to a streamlined MGF, that went on to achieve 217 mph on Bonneville salt flats so if anyone was going to make it sing it was him.

On arrival at Tipton and a quick chat Stephen decided that, as I hadn't had the chance to put any miles on it, he'd map it to 4,500 and I'd take it away to put a few hundred miles on it before bringing it

back for the full treatment. With this duly done I arrived at Tipton on the Tuesday prior to September's Manor Farm Hill-climb with high hopes and not a little trepidation. I find it quite hard to be in the vicinity of the rolling road when an engine I've built is being put through it's paces, it always seems so brutal. Though as I've been reminded many times it's no more or less than I put it through on the track.

I waited patiently whilst each part throttle then power run was completed, and the engine started to sound like it meant business, then Stephen appeared from the workshop with a data sheet. It'd run to 8,600 with a max figure of 151 at 8,200 after adding extra advance, but in the interests of longevity and due to it not having a knock sensor it was dialled back a little and settled on 147. Torque was up from std and with a little tweaking I hope to improve that more over the winter. I drove it home very satisfied and looking forward immensely to driving it in anger.

Manor Farm Hill climb arrived that weekend with Julian Rinaldi in his very rapid Fiesta, and Stephen Wareham in his even more rapid Mini and off we went. Other than a dramatic deterioration of the hill surface the weekend was uneventful and resulted in the 3 of us being covered by 0.8 of a second, yours truly being the drag ass. Obvs. The new engine was very different in it's delivery and needs and it would take a little getting used to but the potential was clearly there, I just had to drive it. 2 3rd places first time out in 3 years with a different engine was fine. For

now.

Spool forward a few weeks to the Great Western Sprint at Castle Combe and an entry list that included Andrew Till in his 1 litre Fiesta and I was eager to see if the car could stretch it's legs on a more open circuit. The morning began a little damp with a scattering of puddles in rather awkward places, so first runs were pretty tentative, but soon the sun and wind dried everything and we had a great track surface.

Initially I was a little tentative but the car was clearly capable of going quicker so I resolved to give it the full beans on the 3rd timed run. It was a flyer but as I exited Westway I was aware of a car just in front of me. It was Jenny Howells in the lovely little Imp and she oh so nearly managed to exit into the pit lane before I arrived but I had to go around her which compromised my approach to Camp. (book of racing driver excuses page 14, paragraph 3)

I duly went begging to the CoC for another run and was given one. With the tyres nice and warm and me all fired up I launched towards Avon Rise. After what felt like a relatively quick, but surprisingly calm, couple of laps I'd got down to a 162.96 against Andrew's 163.71. Reesult! In car footage from my GoPro here:

<https://www.youtube.com/watch?v=G0o-yqonn0A>



As the day had gone smoothly we were offered an additional timed run, which was going so well.....until exiting the Esses there was an almighty double thump under my feet. I immediately backed off and toured around to the paddock only to discover that it was my rather lovely spun aluminium Lotus oil filler that had unscrewed, fallen off and bounced off the track onto the underside of the car. Big relief, but a shame as it was a quick one. Honest!! Fellow competitors rustled up a jubilee clip, some cardboard and a cloth to cobble together a temporary cover to get me home and we closed the day with a 1st in class on only the car's second event.

As I write this it's Wednesday of the week preceding the Pegasus Sprint, forecast is iffy, but I'm really looking forward to battling Andrew again, and I see Peter Stiles in his Swift Suzuki (see what I did there?) is also entered so it'll be a cracking day. Note to ed, report to follow. As it's the final event of the season for me I'll tinker over the winter, maybe a couple of track days, and hope to hit the ground running next season. See you on track or hill somewhere.

*Chris Briant*



**Final install was relatively easy and results impressive with 1st & 3rd in class.**

# Llandow Track Day on Friday 10th June







# Drive-By

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‘And there it is, you could bet the farm on that happening...’

Yep, my regular slog up and down the M5 several days a week continues to reinforce my list of observations regarding the driving habits of the great British motorist.

This particular instance being the, somewhat surprisingly, regular occurrence of a vehicle approaching slowly from behind as I wend my way in the left hand lane of the M5 and their never wavering from the middle lane despite being only 1 or 2mph swifter than myself, finally putting on a late push to overtake and pull in front of me, only to then take the next exit that’s a mere couple of hundred yards away, or less (yard, just a smidgen shorter than a metre for you millennials that are still struggling to come to terms with Brexit).

I mean, just what was the point of that exercise, apart from the wholly unnecessary consumption of fuel? It does make you wonder...

Another recent observation would appear to be the reaction of some drivers to being overtaken by Mr Dymock’s absolutely awesome\* Vauxhall Vectra (\* by default, it’s my only car...). On my daily commute to and from my

office, I usually try to maintain a constant motorway speed and overtake slower traffic as needs must as this helps with minimising my fuel consumption, not unreasonable then.

What does seem to happen on a reasonably regular basis is one of a couple of reactions from some other drivers when I overtake, which is to either immediately overtake me after I’ve pulled over in front of them after completing my overtake manoeuvre or speeding up as I’m alongside and then slowing again after I’ve pulled back in behind them. Beggars the imagination as to what goes through the heads of others who are considered mature enough to hold a licence to operate complicated machinery...

And the latest driving trait of others that I seem fall for is usually experienced on my homeward journeys on an always-busy M5 South.

From my joining the motorway at Almondsbury, and from there to at least the Weston-Super-Mare junction, I seem to be predominantly travelling in a column of traffic constantly in the outside lane due to the slower traffic (sub 70mph) in the left-hand and middle lanes.

What then happens is a driver trundling along in the middle lane will move into



the gap in front me to allow a car in the inside lane to move across, and then failing to increase his speed accordingly and continue trundling along in front of me despite ample opportunity to move back over a lane, all as the traffic in front of him gently disappears into the distance. More frustrating than you would give credit for when you're tired after a lengthy working day.

Presumably all very territorial then, I guess, and not surprising if you watch the news regularly; one of the less endearing traits of our species.

Talking of territories, I recently arrived home one afternoon to find my neighbour, Dave, in his garage and got an invite to join him to have a look at the latest bit of progress with his chosen automotive project.

Dave has spent the past few years carrying out a ground up restoration of a 1949 series one Land Rover and had just installed the fully rebuilt original 1600cc OHV engine which he had collected that morning from one of the UK's most respected specialists for such (and at a cost that would get you a very decent used car).

And what an absolutely amazing job Dave has done; the chassis has been fully restored and painted, as has the entire drivetrain, and the new springs have even been fitted with protective gaiters. Sitting on newly refurbished wheels and new

tyres of the period correct size and pattern, and with the rebuilt engine matching the incredibly high standard Dave has maintained throughout, the now complete, utterly pristine rolling chassis wouldn't look out of place if you were seeing it in a museum collection owned by Land Rover themselves, seriously, it really is that good.

Although the rolling chassis is restored to a condition you could eat your dinner off (if, you know, eating your dinner off a vehicle chassis stored in a garage is your thing...), Dave plans to refit the original bodywork with just a light refurb as he wants to keep the near 75 years of patina as a testament to the history of the Landy - gets my vote every time.

I must admit to having a soft spot for old Land Rovers, although it's not something I can justify owning as I have no real use for such, but I have spent numerous happy hours driving examples provided by the military for various reasons in my Air Cadet past-life and always enjoyed the experience despite having certain reservations about the roadworthiness of some of them.

The ancient Landy borrowed from the local Army TA that I drove from Bristol to Snowdonia and back in the mid-eighties provided a constant source of amusement as I attempted to second guess whether the well-worn steering would action my next inputs immediately or wait for several seconds to respond,

as it was a bit of a lottery as to which option it would provide on each request.

Great fun, though, on the winding mountain rounds around Snowdonia when you're pedalling a vehicle more renowned for its off-roading than its on-road holding and in the knowledge that your clothes would very likely be out of fashion by the time you finally hit the bottom of the valley if it all went wrong, phew!

And green, it's got to be green ('British Icon Green', perhaps). Dave's Landy is that shade of not-quite-shiny green (polite speak for old and knackered) that seems to perfectly suit all very old Land Rovers, or is that just what we've become accustomed to, perhaps?

The ones I drove in my Air Cadet days were assorted shades and patterns of military camo green, all apparently hand painted using a yard brush - more battle ground than parade ground, but just perfect.

Funny how green is perfect for old Land Rovers, and I certainly really liked the very dark green paintwork of my old Jaguar S-Type, yet I've heard that green is considered by many to be an unlucky colour for a car and I've no idea why?

Although, given my Jaguar was written off by an errant uninsured van driver,

perhaps I shouldn't be too surprised. Even so...

Finally, an update on the Dymock household's latest member, Ruh the rescue Lurcher.

You may remember in my previous Drive By article that we were just about to pick up our little hound from the animal rescue centre near Blandford Forum. Well, the great day arrived, and we brought our new boy home on what transpired was the hottest day of the year.

Which, unsurprisingly, was a remarkably uncomfortable journey despite having the air conditioning running in my old Vectra and coupled with the winding back-roads route to our house he finally decided to share his breakfast with us at about the halfway point. Fortunately, Lynnette was prepared for this, and we stopped for five minutes to take a rest and clear up the soiled blanket and plastic sheet he was travelling on with Lynnette in the back of the Vectra and we then finishing the trip to his new forever home.

So, how's he been settling in? Well, wherever his start in life was, we think it wasn't any place good. He was a very frightened and anxious little fella for the first couple of weeks or so, and we rapidly got the idea that he had never been in a house before as he was not toilet trained and would just pee when

the need arose, thank goodness for easily cleaned tiled floors.

Lynnette was straight on the case and after seven weeks Ruh is now pretty much fully toilet trained, responding to various requests to sit, stand etc, and is now finding his feet and enjoying his life with us.

There's still a way to go, but we've certainly made great progress. All except, that is, with his insistence on digging holes in my lawn! Ruh obviously thinks its great fun and usually has a funny five minutes every day where he goes properly crackers in the garden, running around at top speed and playing with his toys. Which is an absolute joy to watch, but he does insist on having a dig in my lawn during these manic moments.

We're obviously cautious about how we go about stopping this digging as he's had a bad enough experience without me going off on one at him and, in fairness, Lynnette's ongoing training with him has reduced his excavations, if not totally stopping him just yet.

I did happen to comment that if we couldn't get him to stop, then he bloody well better find one of three things: oil, the largest hoard of buried gold treasure ever located, or a crashed UFO – basically anything that would provide the phrase 'upcoming billionaire' in my near future. Well, he is an adorable little chap,

and I really don't think there's anything wrong with making a small profit out of his minor misdemeanours! Lynnette frowns at me rather a lot...

*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 red border and a red lock icon. The Username field has a placeholder "Username" and a message "You must enter a username" with a link "Forgotten your username/password?". The Password field has a placeholder "Password" and a message "You must enter a password" with a link "Have a password reset token?". A blue "Sign In" button is present, along with a link "Problems logging on?". To the right of the login form, there is a section titled "Not a member yet?" with a message: "Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription." Below this message is a green "Register here" button. At the bottom of the page, there is a small copyright notice: "Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software for Clubs Management Version 9.12.15.1471-001 PAGE".

Joining Bristol Motor Club couldn't be simpler, just visit our dedicated membership and event entry website: <https://my.bristolmc.org.uk/> and follow these steps:

## **To Join BMC\*:**

- 1) Visit <https://my.bristolmc.org.uk/>
- 2) Choose the Sign-In Option
- 3) Select Register Here
- 4) Complete the Registration Process
- 5) Go To Subscriptions
- 6) Accept Our Offer of Membership
- 7) Pay using a Debit/ Credit Card

## **NOTE:**

\*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association).



# BRISTOL MOTOR CLUB



## MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

Bristol Motor Cycle and Light Car Club Limited ("the Company")

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - [www.bristolmc.org.uk/reference](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? <i>(Delete as appropriate)</i>			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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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)		