

Magazine of **Bristol Motor Club**

# Driving Mirror



November - December 2022



**Allen Classic Smiles**

**Inside:** Allen Classic Trial - **Moleracing** - Radical Diaries

**First Trial** - MX5s - **Two Litre Cup** - Drive-By

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*Cover shot: Calvin Samuel of Dave Greenslade and Pekka Tulokas tackling John Walker.*

# Contents

- Page 4. **Chairman's Chat**  
*2022 was a great year for us.*
- Page 5. **Revolution**  
*Some familiar faces inside if you take a look (p64).*
- Page 6. **2022 - Allen Classic Trial**  
*With rain overnight it was as tricky leaving sections as it was completing them.*
- Page 10. **Moleracing 2022 Season - it's a wrap**  
*Steve Miles completes the story with the final rounds of the year.*
- Page 14. **2022 - MX5 Challenge**  
*Andy Thompson highlights what a superb year of club motorsport this was.*
- Page 18. **Radical Diaries - 2022 Season Final Rounds**  
*Simon shares more new venues for our intrepid duo and reveals how tight it's been.*
- Page 24. **2022 Bristol Two Litre Cup**  
*Andy Laurence shares how the season unfolded.*
- Page 26. **Allen Trial First Timer - Slippery when wet**  
*Pekka Tulokas sits in with Dave Greenslade and shares his day.*
- Page 28. **Drive-By**  
*Chris doesn't have so much to share, so offers up a crossword instead.*

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The next Driving Mirror deadline is  
Friday 3rd February 2023.

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

# Chairman's Chat



**By any measure this has been a fantastic season with the club laying on its own superb events, partnering with others, whilst some of our members have been out battling at the highest levels, both regionally and nationally.**

Steve Miles did in the end have to pass his prestigious No.1 to fellow British Sprint Championship contender and now 2022 champion, Matt Hillam. But not without first putting up a strong fight in and amongst seasoned competitors in some very well developed machinery. Steve goes again in 2023.

Our Radical duo, Dave Greenslade and Simon Clemow, also went well in the HSA Championship securing a respective and respectful first and third in class. Split only by Simon Bainbridge no less. As Simon says, he'll take that. Pekka Tulokas also did the business securing a HSA class win in his turbo charged MX5.

In terms of season ending events our Great Western Sprint went well by all accounts, this time absorbing the top 12 run-offs in the normal run of play. That really takes the pressure off late finishes

and fading light.

Which brings me onto the jewel in our Winter crown. The Allen Classic Trial. What an event that is, bucking the trend of all but the most prestigious with a full entry plus reserves.

It takes some serious organising the Allen, clearing sections and securing the right permissions, as well as carefully managing landowners and local residents. All I can say is thank you, it really is a sterling effort year after year.

In terms of next year it's a case of more of the same, even starting off with a NavScatter in January. The last time we did that was in 2020 and then whole world went Pete Tong. Let's hope that history doesn't repeat itself.

We'd also like to resolve our Fedden Trial venue issue and so will see if there is something out there in the marketplace. Watch this space on that front.


Until then, enjoy the winter break and hopefully this magazine too.

*Matt Nichols*



# Revolution

November 2022

The official magazine of  motorsport uk

## INSIDE LINE – DRAG RACING

TOP FUEL DRIVER SUSANNE CALLIN  
ON WHAT IT TAKES TO TAME 11,000BHP



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## 2022 - Allen Classic Trial

**W**ell, what a difference a drop of rain makes, we were happy to see the hills a little moist this year on our pre-event outings but would have preferred a dry night after the sections had been set up on Saturday, Oh well that's trialling.

We were blessed again with a full entry, thank you. We lost a few in the week before but at least the reserves had an opportunity to run. As an experiment we ran a Heritage Trial in parallel. Initially running behind the main field, then cut-

ting a few sections to run at the front for the last sections.

Well, that was the plan, it almost worked. Take up was a little lower than hoped, congratulations and the Dacy Trophy go to Andrew Isherwood in his Dellow winning the first Allen Heritage Trial. Tog Hill was the normal gentle opener, then to Bitton lane where the competitors were greeted by a virtually new team.

Stalwarts Terry Osborne, Tony Pow and crew deciding it was time they had a lie in on the last Sunday in November. Not



**Escorts reigned supreme this year, Patrick Warren finishing 2nd in class**



**Mike Wall's Trojan Utility was also 2nd in class**

sure how long they have been keeping an eye on everyone there but probably 30 years. Andy Hutt brought his experience, to the new team. The restart proved a little too slippery for a few, I am sure one Beetle raised a bit of smoke!

Fairy Hill the new find for 2021 that caused little trouble for anyone, showed a new side to its character, not so easy when wet. The special test results look like a reincarnation of Nanny Hurns! The track into the wood had a side slope that was now so slippery it had become impassable.

Special thanks go to the team from Stroud and in particular Mark Linforth, who borrowed the Landowner's Digger and re-graded the track in record time with a queue of cars waiting. The section was tricky, just 2 clears, well done to Mal Allen and Dave Middleditch.

The escape route would have made another section, Mark Linforth to the rescue again pulling a good few to the top, including a famous Golf. A return to Big Uplands and then Guys Hill back to its usual self this year, taking points from every class.



We had a couple of working parties on Travers this year, “smoothing” some of the steps and filling a few holes. The recovery land Rover had no customers, so looks like it was a worthwhile activity. Michael Leete was out in his Dellow so Simon Robson took charge of the team from Falcon at Burlledge, the well-known old stopper only claimed a couple this year.

Fry’s Bottom has seen a few changes over the years, the special test returned to its original location before the dam. Fry’s Bottom one took advantage of a new but rather muddy new track, we thought it would give everyone a surprise but not as tricky as it looks.

Fry’s two was the same as last year under the watchful eye of Windwhistle MC. This year only one class 8 made it through their deviation and only one clear on the section, both honours going to Mark Hobbs in his Troll. A good few managed to make the low numbers. The clearest, cleanest score card award, goes to Anne Robinson there.

Fry’s 3 class 8 restart proved just too tricky, sorry. Then to John Walker for the final blast, with the Heritage cars having a go as well. (Didn’t want them having clean cars to take home).

No clean sheets this year. The Allen Trophy goes to Phil Thomas in his Escort on



**Suzuki X90, the MX5 of the Classic Trials world. This one driven by Ian Fugett**





**Jeremy Salter's Suzuki X90, also flying high**

an impressive 3 points. (When did an Escort last win the Allen?) The Heritage Award goes to Andrew Isherwood in his Dellow.

Many thanks to everyone who help to make the trial such a success. Especially the marshals, many of whom come out year after year, and of course the competitors.

### **Award Winners:**

**Allen Trophy** – Phil Thomas (Escort)

**Bob Wood Trophy** – Francis Thomas (Escort)

**Henly Trophy** - Dave Haizelden (VW Golf)

**Renwicks Trophy** - Sam Holmes (VW Beetle)

**Rumsey Cup** - Hollie Facey (BMW Z3)

**Highland Circle** - Ben Gladwyn (VW Beetle)

**Rootes Trophy** - Simon Oates (Liege)

**Poole Trophy** – Mark Hobbs (Troll)

**Dacy Trophy** – (Heritage) Andrew Isherwood (Dellow)

**Gilbert Best Trophy** - (Best Bristol) Ryan Eamer (Cannon)

*Carlie, Pete, Mark & Tim.*

# Moleracing 2022 Season – it's a wrap

**A** triple header to finish the season has been quite exhausting, what a good job I have now fully retired from work to enable me to prepare.

## Blyton Park

On Saturday we ran the Eastern layout, and I had spent months organising the event in my capacity of Nottingham Sports Car Club Competition Secretary. All was well, although some last-minute swapping of roles was needed due to officials breaking down on the journey to the event.



**Everyone excited before a week-ends motorsport.**



**Simon Bainbridge took the win.**

The morning was dry and I was 5th in the run off, but 0.09 secs quicker would have seen me 3rd. Graham Blackwell took the run off win. It rained after lunch, so wets were quickly swapped by Martin who was running my car to perfection all weekend, while I just concentrated on Data, videos and making drinks for all. Naser, who did my aerodynamic upgrades even popped in for the afternoon.

A 4th place was the reward for some commitment and this time Simon Bainbridge took the win, shortly before he blew his differential up the following morning. The Outer circuit is one I have had some success on in the past, but was not to be this year with a poor 7th and 6th place. I was at the stage with my

dropped scores that only if I was 4th or higher would I score a point, so my attitude was “try hard, if I come off or fail, then so be it”, unfortunately I pushed too hard on both runs and came off or went slower as a result of an ambitious entry speed! So mentally I was happy with that, it's not easy this lark.

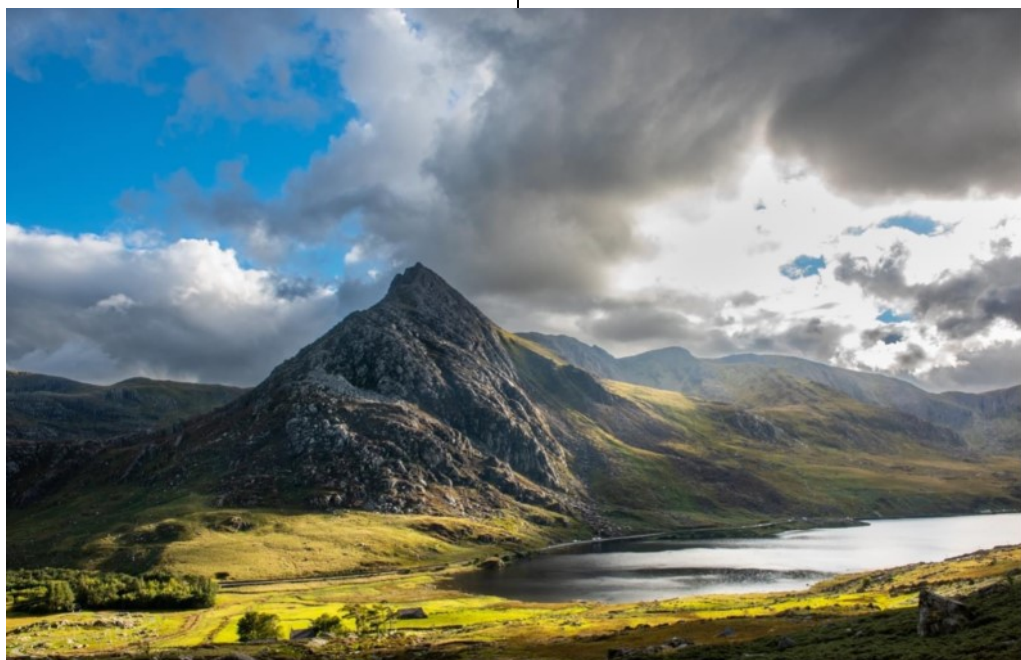
Matt won both run offs with a new 2 litre record and moved up the field to 8th overall.

## Anglesey

I left for the north Wales circuit on the Wednesday – so that I could have a few

days walking & photography in the mountains of Snowdonia. However, the walking was curtailed when I started a bad cold which left me with a hacking cough and feeling very weak. I was pleased with some Astro shots and the view of Tryfan.

On the Friday, we had a horrendous frontal system passing through and had 30mm of rain. I made the mistake of following Google maps and this diverted me down a narrow lane which ended on a 1 in 4 steep hill, that the camper van was unable to climb in the wet with 1.5 tonnes of trailer. At the worst point I found myself with the handbrake full on and foot hard on the brakes and still sliding backwards down the hill. I steered



**Tyfan**





### **Stuck campervan**

into the bank to prevent a runaway accident situation.

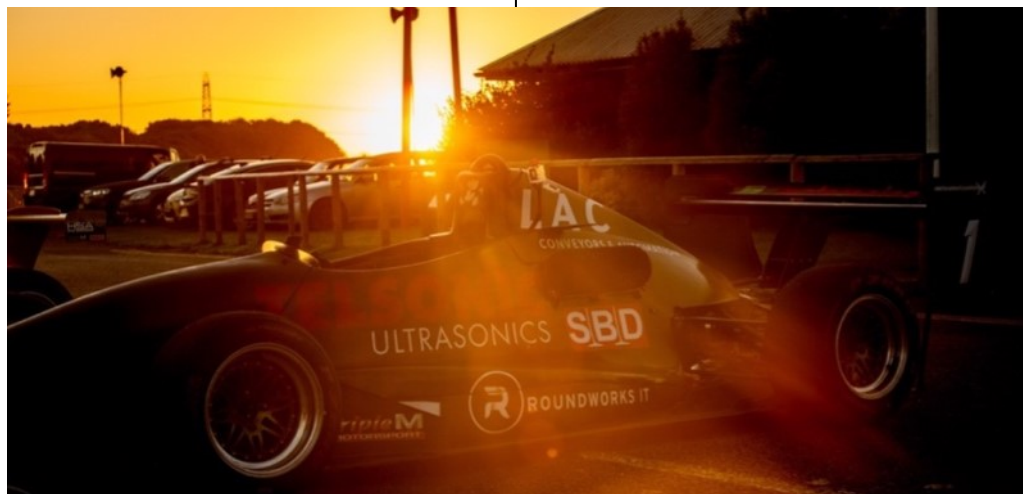
Now blocking the road in both directions and turning traffic away, I was helped by two builders behind me to push but with no luck. Then a Landrover Discovery with a winch on the front came up behind and offered to help, he drove 30 minutes round the lanes to go from the rear to the front and then discovered his winch

was broken. We put a large strap around the wishbone and with his 4 wheel drive and my 2, we slowly gained height and got out. Main roads only when towing for me from now on.

The Anglesey racing went very well on the Saturday national circuit with a new PB and a 2nd and a 3rd place in the run offs which enabled me to drop some 4th places and move up the points slightly and in 4th overall. By the Sundays competition however, I'd dropped to 5th overall after only managing a 3rd and a 4th. Four wins helped Matt in the SBD 2 litre move up the table, but Terry in the Lola V8 was No.1 as we left Wales that evening.

### **Castle Combe**

Still suffering from the heavy cold/manflu from Anglesey (defo not covid have checked several times) I headed off in the Merc as Old Bill (the campervan) was



### **Sunrise at Castle Combe Circuit - BMC Great Western Sprint**

nursing a poorly clutch and flywheel from the Anglesey incident. Assisted by Martin this time and the help was really appreciated as I couldn't even push the car or walk the track, I felt so weak and breathless. (Update antibiotics are now working well).

Not a great day's results for me, so my score didn't change with two 5th places, and Pete Goulding overtook me to put me down to 6th, but all the action was at the top of the table. Terry went into the meeting with a lead, but Matt was rapidly rising up the table as he had lower scores to drop. Graham had elected not to double drive the car as an oil seal was not fixable in the few days between events. So less chance of it blowing out again.

Terry took a very slow practice and qualification and then gave it all for the first of the 2 run offs to win, despite oil blowing out. Matt on the other hand put in an absolute stunner, some 3 seconds inside Steve Broughton's record to take a second place, closing the gap, but Terry was still in the lead by only 3 points. Matt had a 4th place to drop, so even if Terry won the next round, a 2nd place would be good enough to win. That's what happened, and the very modest Matt received a round of applause as I handed the coveted No.1 over to him in the pit lane.

## 2023...

I am encouraged and looking forward to next season, based on the incredibly tight

margins there have been between all of us at many events, and for just a tenth of a second in the right direction here and there, I could have been higher up the finishing order.

The paddock in general, fellow competitors and partners are a great bunch to spend the weekend with, and this is what makes it such a rewarding sport. I've milked my number 1 all season and whilst off the pace compared to the skills and development of other cars this year, have enjoyed every minute of it and I will keep pushing myself further next year – whilst most importantly not taking it too seriously and enjoying myself/life.

*Steve Miles*



**Handing over the coveted No.1 to 2022  
BSC Champion Matt Hillam**

# 2022 - MX5 Challenge

**When Mazda designed the MX5 I'm pretty sure it was for the purposes of the Bristol Motor Club MX5 Challenge. Nothing to do with the aim of producing the Worlds best selling sportscar or for generating sacksful of Yen for the Japanese marque. I say this simply because the eighth year of our Challenge was yet again a corker.**

Our two time Overall Champion, Pekka Tulokas was back to defend his crown as was our 2021 Group A Champion for Mk1 and 2 models, Phil Oliver who were both intent to repeat history by coming out top over their best seven scores from twelve events held from April through to October.

As with 2021 the Challenge was planned across four Autosolos, four Hillclimbs and four Sprints based in the South West of the UK. This took in venues in Gloucestershire (Kemble), Wiltshire (Wroughton and Castle Combe), Devon (Wiscombe), Dorset (Manor Farm), Vale of Glamorgan (Llandow) and Carmarthenshire (Pembrey) where we piggy back well run events alongside many other exciting Championships.

First up in 2022 was Aaron Sharp in a Mk3 who threw down the gauntlet by winning the Kemble Autosolo in front of

Mike Lear and Thomas Alderton who both returned in their Mk2 models.

Next up a double header at the Wiscombe Hillclimb venue where on the Saturday Aaron again won ahead of Phil Oliver and Thomas. Sunday saw Pekka in his Mk3 return to the Challenge and his first win as a Pekka, Aaron, Phil took the podium positions.

Round 4, an Autosolo at the beautifully sunny Wroughton Airfield which is also home to Amazons Grand Tour, saw another Pekka, Aaron, Phil top 3. For round 5 we headed into Wales at the fantastic Pembrey venue for our first Sprint where Pekka and Aaron again took the top two places followed by Mike Lear.

Round 6 threw in all sorts of challenges for our competitors as intermittent heavy showers made for a track which varied enormously in levels of grip. Mike produced a storming drive to brilliantly win in his trusty Mk2 in front of Pekka and Aaron.

Our Mk2 cars were on a roll as Thomas Alderton smashed the field with a sub-time time of 72.42 which was a Class A record at the Dick Mayo Sprint at Castle Combe in July. Aaron came second in front of Pekka. Our Kemble visit in August witnessed ridiculous heat as the organisers very sensibly decided to finish





the event by 14:00 to allow us to get out of the sun. But it was Aaron who kept his cool and again took the spoils in front of Phil and Mike.

Wroughton again next for our final Autosolo of the year where a very rapid Aaron beat Mike and Phil around the cones of the ex RAF hospital airbase. Next up another double header at the very popular and sociable Manor Farm Hillclimb where Pekka led Phil and Mike on the Saturday and then Pekka made it a weekend double with a win on the Sunday followed by Phil and Aaron.

That brought us to our final Sprint of the season at the Great Western Sprint at Castle Combe with Pekka leading Aaron by 5 points in the Overall Challenge. If Pekka beat Aaron he'd again be champion but if Aaron won it'd go down to tie breaks. The margins were so close that if Aaron won he'd have to beat Pekka by 0.2% of his best time of the day. After a

full season boiling the winner down to tenths of a second to win the overall Challenge was fantastic.

In Class A Phil had already secured top spot as he had a flawless year scoring seven perfect scores so took the Class



Championship with a maximum score of 175 points. Mike and Thomas did a great job of keeping Phil honest with those two wins at Llandow and Castle Combe but it wasn't enough so they finished second and third respectively in the Class A

Championship positions.

The Great Western Sprint didn't disappoint as the battle for the Overall Challenge ebbed and flowed after each run until Aaron pulled out a time toward the end of the day that was nearly 1% quicker

proving Huw Bowen in his immaculate Mk3.

What a season! A new Overall Champion in Aaron, a Class A Championship very successfully defended by Phil, 12 excellent events, no Covid issues, a whole lot of fun had and lots of interest in doing it all again in 2023.

If anyone is interested in joining us for 2023 then please do not hesitate in contacting me and/or looking at our website which has a wealth of information on our Championships.

As always thanks to all the clubs, event organisers and marshals for their support throughout the year but most of all thanks to our brilliant MX5 Challenge competitors who year after year produce a motor-



than Pekka which gave him the win and the accolade of being the Overall Bristol MC MX5 Challenge Champion for 2022. Pekka took the Class B title for Mk3 variants in front of Aaron and the ever im-

sport masterclass.

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

*Andy Thompson*



**I'm afraid this one is a bit of long one again. Following our odd noises at DMS, we took the clutch out of the car to find that both the basket and the clutch plates were in really good condition considering the beating the car takes from launches.**

There was some slight blueing of the plates but nothing untoward. This was a bit frustrating in that we spent some time taking it out and checking it to find there was no issue at DMS, but also quite reassuring that it seems be surviving its multiple starts. So, given the good news, we put it back together, put fresh oil in it and cracked on.

## **Gurston Down**

The next event for us was BARC South-west's final weekend at Gurston Down. It was Dave's first visit and the first time I had been there for about 10 years. We started off the day with a walk to take a look at the hill, for those that haven't been Gurston is set in a beautiful landscape, it's a very fast hill favouring the powerful cars as it has two long drags, one downhill off the line and a second uphill to the finish line. The complex in

between needs to be taken just right to keep as much speed up as possible, but it doesn't lend itself to nimble less powerful cars. The classes were slightly unusual there with HSA being put into a single class which meant we were in the same class as the Road Going entries and split from the rest of the Sports Libre.

We started off Saturday with close runs as we both built up, both confidence and speed on the hill, P1 and P2 saw me push into a 33.46 with Dave, not having been there before, on a 34.02. We realised during T1 and T2 that you are really chasing tenths rather than large gains at this venue, a different animal to some of the longer circuits where there is often a larger gain to find.

We finished the day with myself on a 33.22 and Dave on a 33.65. We took the HSA class and were lucky to just pip the Radical of Pete Steel in the sports libre class. BARC put a great evening on Saturday with an organised hog roast and a few beers at the on-site bar. It was really nice to get that time to chat to competitors and catch up with a few people we don't see as often. Pekka and Mary took the opportunity to visit James May's pub, which is close by, and told us it was very

nice. I'm not sure the resulting trip back to Gloucester for some last minute turbo fettling was on the original cards, but all kudos for the commitment from both of you.

Sunday was another dry event, where, as is often the case, Dave turned the tables. We were on a reasonable pace in P1 and P2 starting the mid 33's and then pushing into the 32's, Dave ahead on a 32.60 with myself trailing on a 32.99. I guess some-

thing had clicked overnight. The rest of the field was also pushing on, with some outstanding times coming from Chris Edwards very powerful and very rapid Mazda 323.

T1 and T2 followed the same format, with Dave managing to keep ahead, and getting to a 32.31 with myself on a 32.70. This was under the HSA record for both of us, with Dave taking the new mantle. We fared less well in class being pipped



**Bar breaking chains and a late oil pressure scare, the Radical has delivered**

with an absolutely stellar run from Chris in the 323 putting in a 32.28.

## Wiscombe

The next event for us was 5 clubs at Wiscombe, this was to be the first time I'd driven the Radical at Wiscombe since my altercation with a tree in the esses last year. We've been really lucky over the years with the weather at the 5 clubs event, so I guess it was time for a bit of a wet one.

Saturday was damp and changeable, Sunday wet all day. As such the times weren't as low as we have had there. It also meant that the competition wasn't quite as fair between us as it normally is, as it was definitely a weekend where one of us ended up with a drier quicker track than the other.

This swung in Dave's favour on Saturday and mine on Sunday, so all fair when averaged over the weekend. Dave very sensibly took advantage of my nervousness on Saturday and beat me by a fair margin, him finishing on a 39.30 and myself on 40.05. It was good to be back on the horse there again though, so to speak. Sunday brought quite a wet event, with Dave suffering from a rain shower before most of his runs. It was enough to test even his normally happy mood! The times

swung in my favour on the Sunday with a 44.31 from Dave and a 44.04 from myself. While they weren't the fastest times we've ever done there we were happy with them given the rain, it was enough



## Competition between Simon and Dave this

to see us 2nd and 4th overall, and ahead of the racing car classes. The very rapid Andrew Forsyth took the honours for FTD with an impressive run.

## Shelsey Walsh

Moving on, we had a Shelsey Walsh event



pencilled in. Unfortunately Dave had to dip out on this event due to illness, so I took the Clemow pit crew, with Joe and Tom helping me out. I wasn't sure what to expect from an event in such an his-



s year was close, being just tenths at times

toric venue, not sure whether it would be friendly, or whether the hill would be challenging, as it looked short on YouTube.

As it turned out, there was no need to be concerned at all, it was a really friendly atmosphere, with a lot of spectators

and a challenging hill. I had only entered the Saturday so only had the one day to get to grips with it. My times came down over the day to finish on a 30.34 which was enough to take the class win but a way off Matt Carters HSA record at the venue. It was clear that not having both of us driving meant that I didn't push the times down as much as I should have, there is nothing like seeing your car go faster with the other driver in it to spur you on. Having said that it was a top drawer event and definitely a place to revisit next year.

## Anglesey

We had decided early in the year to revisit Anglesey at Longton MC's second event of the season. This wasn't a championship event for us but was a track we both enjoy, even given the distance.

As this is turning out to be a long article I won't say too much about the weekend, but we had another close battle with Dave taking the honours both days, by 2 tenths on Saturday and 4 tenths on the longer international circuit on Sunday.

I sometimes wonder what I need to do to push these close ones in my favour, but Dave normally digs deep and finds a bit extra, I thought I had him on the Sunday leading to the last run but he found a



### To the victors go the spoils

bit more. For anyone considering some tracks further away I think we can both recommend Anglesey, it's an awesome track and very well run by Longton Motorclub, we had 5 runs both days which is pretty impressive.

### Castle Combe

Our next event, as it ended up was to turn out to be our last of the season with the Radical, it brought us to familiar territory, back at Combe for GWS. Given Dave took the win at DMS I was keen to get to the top spot at GWS, unfortunately it didn't turn out to be the way. We were suffering a bit with 'end of season' tyres with our Ultra's looking a bit used.

We decided to run the Supersoft's as they were in better condition. Over the day we found that they definitely have a temperature window and although it was a fine day, it wasn't quite warm enough

for them. This meant that the second driver was able to put a considerably quicker time in as the tyres were warm.

To mitigate this we swapped who ran first. For T1 I was lucky enough to take the second slot, I thought this was probably my best opportunity so gave it a good go. Unfortunately coming out of Bobbies and accelerating towards the finish on the second lap I lost drive completely so I coasted over the line. It was still enough to get a 125.28 though. After a quick look we had suffered another chain failure. Luckily, we pretty much have fitting them down now, so 20mins, another borrowed angle grinder (must put that on the shopping list) we were up and running again.

Dave was to take the second drive for T2 and went out very determined. He answered with a strong 124.82. I was fairly confident that as I had the second run for

T3 and I had coasted over the finish I could answer that one, but it wasn't to be. Dave took it out, and, as we'd both found on the first run was a bit slower, but then the problems hit.

Changing over in the paddock I restarted the car and it registered 0psi oil pressure giving is a bit of a shock. We turned it off and back on and brought up the oil pressure on the starter but decided that given we didn't have time to investigate we should pull out of the last run.

*So could I have beaten him .... we'll never know and will have to revisit that battle next year. Combe wasn't that friendly to us this year with having to retire it at both events.*

## **Clay Pigeon**

Our final event of the year was the Mutley Mayhem sprint. Given that the Radical was due for an engine refresh over the winter, and we were, by then, fairly sure it was ok on oil pressure and it was a sensor, but not 100% sure we decided to change steeds. Dave wheeled out his new MX5 challenge car that he will share with Paul Sunshine, and they both very kindly let me double drive it. My thanks to both of you. I won't go into the event details this time, but Dave put another great result in as always at Clay, and let's just say, I think the Challenge might be inter-

esting to watch next year.

So, to round up, we've had a great season, visiting new events and doing a new championship. Dave did a great job to take a number of records over the year and to win the class in the championship. We finished first and third in class (I don't feel too bad about Simon Bainbridge splitting us) and seventh and tenth overall. We also won the fastest dual driven car. Pekka also had a great HSA season taking his class and fourth overall.

For anyone considering travelling a bit further next season, we can highly recommend HAS. It's very closely fought and visits some great places, highlights being Goodwood, Anglesey, Loton and Prescott. We'll be back out next year.

End of season thanks go to our long suffering families, putting up with us out competing all summer, to Joe and Tom for being awesome pit crew, and from me to Dave for the great battles & beers.

A planned winter refresh of the engine at RLM and a few small maintenance jobs over the winter, but we're lucky to finish this year with nothing too major to do.

Onwards to 2023!

*Simon Clemow*



# 2022 Bristol Two Litre Cup

**The 2022 Bristol Two Litre Cup didn't attract many entries to the first round at Clay Pigeon Raceway just Neil Halls and Ben Crick competing in Round 1. Ben took the spoils to get an early lead in the championship, which he would hold for much of the 8 round season.**

It was also the start of a season-long battle between the two friends embarking on their first season, Ben in his MX5 and Neil in his Clio.

## **Wiscombe Park**

Rounds 2 and 3 were at Wiscombe Park Hillclimb and the first live streamed events of the year. Thousands watched online as Dave Newman took his first two wins of the season whilst the battle behind him was fierce. Aaron Sharp was best of the rest on Saturday and Pekka Tulokas pipped him on Sunday. For Ben, Neil and Huw Bowen, it was their first taste of hillclimbing and the wide-eyed manic grin on each face showed that they were hooked.

## **Llandow**

Llandow was the venue for Round 4 and our third winner of the season as Peter

Taylor hustled his MX5 to the win. Mike Lear and Dan Friel occupied the remaining podium steps from the bumper field of 18 drivers. Ben and Neil continued their season-long battle with Neil beating Ben for the first time by 16 hundredths of a second.

## **Castle Combe - DMS**

As the Summer sun beat down on us at Castle Combe Circuit, we saw our biggest field of the season with 25 drivers battling it out for the honours. Dave Newman made it win number 3 with a commanding lead over Neil Gould and Thomas Alderton. Just a single hundredth of a second split Ben and Neil as they battled it out, this time in Ben's favour.

## **Manor Farm**

From there, we moved to the second double-header hillclimb weekend, this time at Manor Farm Hillclimb in Charmouth. As a bonus, Motorsport UK CEO, Hugh Chambers, handed out the trophies at the end of the Saturday, really showing the importance of this grass roots championship. Dave Newman won both days, snatching the championship on the Sunday with a perfect score of 5 wins. Pekka was second on both days

with Mike Lear taking a third place on Saturday and Phil Oliver on the podium on Sunday. Rumour has it that there was quite the party afterwards with most of the drivers staying over for the whole weekend in a local campsite.

### **Castle Combe - GWS**

The final round was a brilliant demonstration by Dave Newman as he took his sixth win of the season in the 1.75 lap Great Western Sprint at Castle Combe Circuit. Being able to run at the same event as the British Sprint Championship and on a glorious sunny day where the title was decided is a real privilege and 12 cameras streamed the action to hundreds

of viewers. Yet again, there was a great competition as Dan Friel took second place, just ahead of Aaron Sharp. Neil had his biggest win over Ben, in case you're wondering.

A great third season for the Bristol Two Litre Cup with 35 drivers scoring points. More importantly, several new drivers came into the championship, learned what close competition was all about and made some great memories with some new friends. Maybe you'll choose to follow in their footsteps next year?

*Andy Laurence*



Steven Lock securing a class win at Llandow in his EP3 Civic Type R

# Allen Trial First Timer - Slippery when wet

**D**ave Greenslade kindly offered me a seat in his Marlin for this trial. I had no idea what to expect for the day. The morning was chilly but there was no rain. We arrived at the starting point early, only a few competitors were at the starting area.

The Bull Inn in Hinton provided warm coffee and bacon rolls - really needed! My ride arrived a bit later but well in time as Dave always does ;) the Marlin was ready

to go, so we packed in the necessary items, installed GoPros and attached the numbers. Then realised we both forgot to bring tyre pressure gauges. But as always, people were really helpful and someone had one to lend us! We left the start as lucky number 7 - or were we?

Dave soon realised his navigator needed a reset - I hadn't studied the route cards enough and they were a bit gibberish to me. Dave, being a seasoned veteran and rather local, knew the first bits of roads so he got us to the first hill while I stud-



I provided the style for the day - Finnish Chav look



ied the language of the cards.

## **TOG HILL**

We arrived at the first hill and set the tyre pressure as low as possible. Dave asked the Marshall "Is the bump still there?" who replied "No, it's quite smooth this year". So Dave being Dave then drove the Marlin up the hill like he does - all-in. And indeed there was a bump. That was my first realisation that the ride for the day will be rather bumpy. I flew up a good 20cm from the seat and landed with my right cheek on the prop shaft tunnel. We had a good laugh at the top of the hill, pumped up the tyres and went off to the next hill. Dave hinted "this one was just an easy starter" - and he knew what he was saying.

## **BITTON LANE**

We found our way to the next hill easily. Full of confidence, we dropped the tyre pressures and took off. This one had the first restart of the day. Everything went well until the restart but then the wetness of the hill caught Dave a bit off guard. There was loads of wheelspin after the restart and we got our first points. The Marlin however, gripped well after that and we finished the hill. At that point

I realised the fewer points the better. Dave wasn't too happy but early days - still many hills to go. Off to the next one.

## **FAIRY HILL**

On the way we had a chat about how things work - in Observed Sections the speed doesn't matter, just getting up the hill without extra stops is the key, but there's also Observed Tests which are timed. Fairy Hill had one of those. We checked the tyre pressures, lined up to the start and off you go. Fairy Hill however was basically a grass hill. This Observed Test was supposed to go around a tree on the hill. Dave took a proper racing line and attacked the uphill around the tree. I was of course yelling "DRIFTOO" - but it was the opposite, massive understeer and we couldn't get up the hill around the tree.

We then reversed far into the field trying to get some momentum to get around the tree. We tried that multiple times and it felt like Dave just wouldn't give up. But after we slid to the left and reversed through a fallen tree's branches, it was time to accept defeat. I think it was the first time Dave had failed an Observed Test, so we didn't even know what that would mean for our score.

Then we hit the queue for the actual hill section. But soon it was clear that it was also very muddy and slippery as there was a tractor pulling a competitor from the trees. That took a long time but eventually we got to the hill. We got absolutely nowhere there. It was super muddy and mega slippery. We gave it all but absolutely no chance for the poor Marlin. After the section you had to drive through this steep hill to get back on the road. That wasn't happening either and we needed to be towed up the hill. We weren't the only ones though - almost no one could get up the hill and queues started to form. But we got out and off to the next adventure.

## **BIG UPLANDS**

The road leading to this section was already quite rough - Dave started to question if the stage was rocky and if we should keep a bit more pressure in the tyres to protect them from punctures. We set them to around 15 psi and took off. It was a very rocky section indeed but we got to the restart easily. After that the section got really nasty. It was full of bricks and bits of concrete and sharp rocks. We needed to go up this straight uphill section and the Marlin was climbing it like a true champ. Until we suddenly lost momentum.

After a quick look around we noticed the left rear tyre was off the wheel. There was no recovery available on that section so the only option was to swap the wheel on the section! All the stuff and the tools came out the boot and I started to jack the car up on the steep hill on the wet rocks. We got the car up and the old wheel and tyre off, but of course the filled spare tyre wouldn't fit on and the jack was in the top position. So we needed to flatten the spare tyre to slot it in and pump it up after it was on the car.

That was successful and I gave Dave and the Marlin a good push to get going again. Solid work in the end! On the top we had quick drinks to catch our breaths, pumped the tyres up, packed everything back in the car and took off again. I think we had dropped about 20 places at this point in the running order.

## **GUYS HILL**

This was a hill I had seen on some videos and live streams before. It was like a drag race up the hill. The ground was still wet and very slippery though so we did our best but didn't get too high up the hill. So we reversed down and went off to the next one.

## **TRAVERS HILL**

At this point it felt like we weren't getting



Marlin in its natural environment

up any of the hills. But as always - we prepped the car, turned the cameras on and took off. And this was more like it. Rocky but no sharp rocks. Dave really drove this one well. Huge celebrations on the top, No points from this one.

## LUNCH

We had well deserved fish and chips which were served at the midway point - Salt and Malt on Chew Valley lake. Mary was waiting for us and took a break from marshalling to put the orders in, so we arrived at a nicely set lunch point. After a quick meal we were on our way again.

## BURLEDGE

This one was supposed to be on a “public road” but not sure what kind of cars could get in there. It was a very dodgy road to the start of this one. But what an awesome section it was. Very bumpy and here I realised what Trial prepped cars were really made for. The rocks and the bumps on this one were nasty. But the Marlin took them like nothing. We cleared this one with no points as well. Things started to look way better.

## FRY'S BOTTOM

Another Observed Test here to start things off. This time we were more suc-



cessful - not the fastest but we got through it. The area in Fry's Bottom was beautiful. After the test, you basically drive into the jungle where 3 different sections were set. The Marlin was at home here. In Section 1 we got no points but Section 2 was impossible as it was very steep and the ground was still wet so we got 5 points from there, but then an incredible drive from Dave in Section

3 and no more points. Success.

## JOHN WALKER

The grand finale. The best one was saved for last - the legend. At the bottom of John Walker it feels like a separate event. More Marshalls and its own numbering system. There was a bit more of a wait at the bottom than on average but it's well



Marlin doing a wheelie - Photo by Calvin Samuel

worth the wait. Absolute laugh - roller-coaster ride all the way to the top. Really muddy all the way and the Marlin was just bouncing between the banks since there was no way to steer the car in the mud. Just keep the wheels pointing out of the bank every time you hit it and keep the foot down. Was nice to see friendly faces at the top celebrating our finish. And the celebration in the car was on as well. A



bit of cleaning up of the mud at the top, a quick chat with fellow competitors and off to the pub.

## THE TENT

We arrived at the pub, walked in and were asked to go around the back to the tent in the backyard. And what a tent. A huge yurt with heaters, bar and loads of space. Very cosy and good beer. Food was served and it looked really good but we were still full from lunch.

There is this feeling when you are having a beer after a day of sports. I used to do skiing a lot and when the day of skiing is done and you get to the après ski - this had the exact same feeling. You are out in the wild and return to civilisation. This just shows how well everything was organised and run - hands down the best event of the year from organising POV.

Absolutely will do this again one day, and a huge thanks to Dave for letting me be his ballast for extra grip. Sadly I don't have space in the garage for a Trial car...

*Pekka Tulokas*

# Drive-By

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♪ “It’s beginning to look a lot like Christmas...” ♪

Yep, you can always tell the Christmas hols are approaching when, usually in early November, there’s an exponential increase in TV advertisements for perfumes, aftershave and obscure alcohol.

All for sale, presumably, so at least you can smell really good as you drink yourself into a self-inflicted oblivion rather than having to deal with your visiting relatives, over-active children and the in-laws for whom you’ll never be good enough for their darling offspring that insisted on marrying you for some unfathomable reason despite all their good advice at the time, and who never, ever, miss an opportunity to reinforce their attitude toward you.

What’s the difference between in-laws and outlaws? Outlaws are always wanted...

It’s certainly going to be busy for yours truly as we’re hosting the Christmas festivities at the Dymock

Estate this year and, what with my sister visiting from Germany for the holiday and the extended families all rocking up for Boxing Day at ours, there’s a lot of catering to be done and I’m usually in charge of everything except puddings which is Lynnette’s chosen speciality (and always scrummy).

Oh well, it’s only once a year and hopefully you’ll get a chance to catch up on some of your favourite motorsport that you missed during the year and still have recorded for enjoying during a quiet bit of me-time.

And it’s certainly been an interesting year, not least with the start of the largest war in continental Europe since WW2 and our great nation having three British Prime Ministers, two of whom setting a UK first for either being the first PM in British history to be sanctioned for breaking the law, or for the shortest term as PM ever.

At least FI provided some decently watchable races this season, with Max Verstappen being the undeniable winner of this year’s FI World

Drivers Championship, unlike last year's shameful end to the season...

Finally, on the next couple of pages is an automotive related crossword that I've put together to help entertain you for a possibly perplexing hour or so.

A bit of a different numbering system but easy to work with. No prizes for the winner but hopefully it's a bit of fun – answers in the next Drive By (unless you want to have them before the next publication, in which case, all applications to the author on the back of a fifty pound note, please...)

I hope you all have a wonderful Christmas and look forward to meeting you again next year.

HAPPY CHRISTMAS.

*Chris Dymock*





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### Clues Across

1 – British manufacturer of classic cars commonly called ‘Leafs’ (3/7)

3 – Opposite to offside (8)

3 – Elon’s car empire (5)

- 5 – Santa's lead navigator (7)
- 6 - \_ \_ \_ \_ Mann Racing (4)
- 7 – Take the next one, according to the Sat Nav (4)
- 7 – Shorthand for the nation that makes 'Yank Tanks' (2)
- 8 – Clever Japanese Hydrogen fuel cell car (5)
- 10 - Cheap American car sold in the UK in the 90s
- 12 – German car made for Ambassadors, perhaps? (4/8)
- 13 – Measure of a piston's swept volume (2)
- 14 - \_ \_ \_ \_ Hatchback, the only interesting ones (3)
- 14 – Russian manufacturer of cars for the Politburo (3)
- 15 – Arch enemy of all older cars (4)
- 16 - Japanese Car Manufacturer (6)
- 17 – What every new driver wants to do on their first attempt (4)
- 17 - Lamborghini's SUV (4)
- 18 – Volkswagen's mid-sized SUV/People Carrier things... (7)
- 20 – Fluid coupling usually found in automatic gear boxes (6/9)

### Clues Down

- 1 – Italian multiple World Rally Championship winning manufacturer (6)
- 1 – What Bristol Motor Club does best (10)
- 2 – Item that secures a door, for instance (5)
- 3 – Posh arm of Nissan, a first... (7)
- 4 – Hot Cupra SUV (9)
- 4 – Manufacturer of motorcycle sidecars that became Jaguar (2)
- 6 – Initials of the manufacturer of probably the best cars in the world (2)
- 6 – Santa's primary transport (6)
- 6 – Shorthand for 'ludicrous mode' perhaps? (3)
- 7 - Big Ears would ask to borrow this person's car (5)
- 7 – Used to hold the wheels on (3)
- 8 – Thoughtfully heating wine on a Scottish island, perhaps? (4)
- 9 – V6-engined McLaren (6)
- 9 – Italian city that hosted the original 'Italian Job' film (6)
- 10 - Fastest modern Fiesta (2)
- 10 – Manufacturer of BMC's most popular sports cars (5)
- 11 – Common type of brakes before the invention of discs (4)
- 12 - Version of the 1960s Plymouth Valiant, might ring a bell (6)
- 12 – British sports car manufacturer (5)
- 13 – Classic cars are rarely free of this, if we're being honest... (6)
- 14 – Diminutive alternative sports cars built by Ariel (4)
- 15 – Nissan SUV probably responsible for the craze for SUVs (7)
- 15 - Large American Manufacturer (8)

# 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 "Username" field with a prompt "You must enter a username" and a link "Forgotten your username/password?". There is also a "Password" field with a prompt "You must enter a password" and a link "Have a password reset token?". A "Sign In" button is present, along with a link "Problems logging on?". To the right, a "Not a member yet?" section encourages users to join, listing benefits and providing a "Register here" button. At the bottom, a small copyright notice and a privacy policy link are visible.

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

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

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

## **NOTE:**

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

# BRISTOL MOTOR CLUB



## MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

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

### DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

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

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

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

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

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

## **Collecting your information**

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

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

## **Using your information**

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

## **Sharing your information**

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

## **Security for your information**

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

## **Your rights**

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

You may make a complaint to the Information Commissioner.



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[Adrian@ClassicCarMaintenance.co.uk](mailto:Adrian@ClassicCarMaintenance.co.uk)

Date	Event	MX5s	2L Cup
Friday 27th January	Winter NavScatter (BMC)		
Sunday 19th March	Clay Pigeon Sprint (BDCC)	Yes	Yes
Sunday 16th April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 22nd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Sunday 23rd April	Wiscombe Park (Woolbridge MC)	Yes	Yes
Tuesday 2nd May	General Meeting & Buffet (BMC)		
Sunday 21st May	Wroughton AutoSOLO (BMC)	Yes	
Saturday 10th June	Prescott (Bugatti Owners Club)	Yes	Yes
Sunday 11th June	Prescott (Bugatti Owners Club)	Yes	Yes
Saturday 24th June	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Tuesday 4th July	Summer Club Night (BMC)		
Saturday 22nd July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 23rd July	Classic & Performance Parade (BMC)		
Sunday 6th August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 2nd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 3rd September	Wiscombe Park Hillclimb (5-Clubs)		
Sunday 10th September	AutoSOLO Wroughton (BMC)	Yes	
Saturday 14th October	Great Western Sprint (BMC)	Yes	Yes
Friday 27th October	Autumn NavScatter (BMC)		
Sunday 12th November	Fedden Sporting Car Trial (BMC)		
Sunday 26th November	Allen Classic Trial (BMC)		
Tuesday 5th December	General Meeting & Buffet (BMC)		