

Magazine of **Bristol Motor Club**

Driving Mirror



January - February 2023



Porsche 996 Turbo (RWD)

Also Inside: 2022 Speed Season Review - **MX5 Challenge**
Croft - **C&PP** - Volunteering - **EV Comp Car** - Drive-By

2023 Officers and Committee Members

PRESIDENT	Tony Streeting.....07801 415 238
CHAIRMAN Newsletter & Magazine Editor	Matt Nichols 07989 601 774
VICE CHAIRMAN ACTC Representative & Club Archivist	Pete Hart 0117 937 2611
TREASURER	Mark Tooth 01454 329 231
Club SECRETARY Quartermaster, Chief Marshal & CMSG Representative	Mark Benstock..... 01454 311 712
COMPETITION SECRETARY Social Media, Webmaster & MCH Admin	Andy Laurence 07825 953 858
COMPANY SECRETARY	Paul Parker.....07710 516758
MEMBERSHIP SECRETARY	Andy Thompson.....07834 505829 membership@bristolmc.org.uk
RP COORDINATOR	Carlie Hart 0117 937 2611
AWARDS SECRETARY	Dave Greenslade 07966 540 842
SAFEGUARDING OFFICER	Richard Marsh..... (after 6pm) 07786 068 830
PRESS & PUBLICITY SOCIAL SECRETARY COMMITTEE	Vacant Post Mary Bartlett Chris Buckley Ady Taylor Paul Sunshine Mike Cole Simon Clemow Claire Tooth Nick Rainbow

Cover shot: Mark Little of Matt Bennett's now RWD Porsche 996 Turbo

Contents

- Page 4. Chairman's Chat**
Together lets make 2023 a great year for everyone.
- Page 5. Revolution**
Latest News and Reviews from Motorsport UK.
- Page 6. 2022 - Speed Season Review**
Mike Smith swapped classes to keep his now List 1C 'Extreme' tyres on the car.
- Page 11. Porsche 996 Turbo - Rear Wheel Drive**
Not afraid to work on the car himself, Matt Bennett removes the complete FWD.
- Page 12. HSCC Croft Nostalgia - September 2022**
Final two rounds of my season were in North Yorkshire with another epic battle.
- Page 16. Volunteering - From the Control Tower**
Barrie Green explains two important roles to see if either interest you.
- Page 18. 2022 - Classic and Performance Parade**
Picture montage courtesy of Jim Gaisford, plus some great customer feedback.
- Page 20. No EV way to say it - So I started it like this**
Dave B knows how to pedal a car and he's pedalling his Tesla very quickly indeed.
- Page 24. Sporting Trials Gold and silver Finals**
Geoff Bromfield kicks off his Marshalling year in style.
- Page 27. 2023 Bristol Motor Club MX5 Challenge**
Andy Thompson describes this year, son Harry a great photo from last.
- Page 28. Drive-By**
Chris swaps cars and finds there's a lot to be said for the ubiquitous Ford Fiesta.

**The next Driving Mirror deadline is
Friday 7th April 2023.**

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

Chairman's Chat



Welcome to this the first copy of **Driving Mirror** in 2023. By the time you read this our season should be underway following a **Winter Navscatter**, an event that opened on 1st January. Now that's how to start a season.

I want to open up by thanking everyone who helps ensure our events are as successful as they genuinely are. In my completely biased opinion we run the best Speed, AutoSolo and Trials events in the South West. We've also recently laid on some top social events as well.

So, and I can't emphasise this enough, we really cannot do this without you. Once again if you're involved I thank you.

But, what if you're not involved, what if maybe you say compete but haven't yet found the time to help run an event. There may of course be good reason for this. Personal circumstance or just where you live being miles away from Bristol.

All valid reasons no doubt and so I'm left to reach out to those who do live close enough, could find the time but maybe just need help in making that first move to

volunteering.

If this is you, please just make contact with anyone in the front cover of this magazine. An exploratory conversation does not have to immediately translate into a heavy commitment. It can just be a chat, we don't operate the King's Shilling here.

Because, as stated, we do lay on excellent events, but like many others we still tend to fall into the trap of relying a little too much on the same individuals. No different I know to other clubs like rugby or football as well as social and youth clubs up and down the country. But despite similarities that still doesn't make it right.


We run excellent events because of a minority of dedicated individuals. What we want to do is share the load. So, if you don't already and think you may be able to help with any of our superb events please just get in touch.

Lets work together and make 2023 another great year and hopefully a little less stressful for the dedicated few.

Matt Nichols

Revolution

January 2023

The official magazine of  motorsport uk

A MEMORABLE YEAR FOR MOTORSPORT



MY TOP FIVE
LESSONS LEARNED
IN AUTOSOLO

CONSOLE TO COCKPIT
FROM VR TO REAL
LIFE RACING

JIMMY McRAE'S
MOTORSPORT
MOMENT

PLUS: LONG SERVICE AWARDS + GO TO DOUNE HILLCLIMB

motorsportuk.org/revolution-magazine/

2022 - Speed Season Review

2021 was a fragmented season, which in my case, only consisted of a few events towards the end of the year because of car problems -I was rebuilding the car on a new chassis because of my indiscretions in late 2019. I never really got going as there was always something not quite right.

Ask Mary, paddock marshal at the GWS 2021, about the size of the lake Bob Belterby and I had around the car as we could not keep coolant in the system.

The first disappointment of 2022 came very early when reading the blue book. It became apparent that the Extreme VR2 List 1B tyres, which had made the class I run in competitive again, were banned for use and had been moved to List 1C “modified specialist production”.

Cars in this class in general have bigger engines than mine and run wide sticky slicks. Despite the obvious disadvantages of still failing to be competitive I took the financially driven decision to use up the £600 set of 5 meeting old tyres which I had.

They after all, had made the car go at least two seconds faster at most venues and had been responsible for outper-

forming the driver leading to the indiscretion which required a new chassis to fix.

Running in a new class, I entered the WMAC Sprint and Hillclimb championship and the HSA championship. First event was Longton and District MC at Anglesey double header in April; National circuit on Saturday and International circuit on Sunday.

In the same class was Bob, and Terry Everall from the North. The inevitable happened and I was comprehensively beaten but was not last in the class. I knew what times I had done when there last year and managed within one second of my target on Sunday so in my book tick VG.

On Saturday it rained on and off so the track was always in a new state when we drove it, so times were inconsistent. Overnight we had minus 8 degree C temperatures in the paddock so was overjoyed to have taken two duvets and a hot water bottle. The car kept coolant all weekend having had the head gasket replaced so was reliable leaving the driver free to focus on the performance on track

There was a long gap till the BARC Wales rebirth of the Pembrey double header. I went over early and assisted Simon Worthington to lay out the pad-

dock on the Friday afternoon to enable the smoother running of the meeting.

Again, two different track layouts were used Sat/Sun. The MSA slowed the start of proceedings by failing to have the appropriate permit in the hands of the club for Sat morning and they were forced to run on Sunday's track for which they had got a permit.

Once going they put on a great event for a team newly put together but unfortunately were criticized for not giving a third timed run. The blunt truth is that they were minutes away from being able to do so before the curfew kicked in.

Without the MSA's curved ball three runs would have happened. The new team ran a very creditable event and I hope that competitors take this into account when selecting events next year. Dan Hollis, a young man who is an old rival, was running in 2A and was my benchmark for performance. I beat him by about 0.5 second which, of course I should, on my better tyres but I was in the ballpark.

I was also very close to Bob who completed his weekend by running the big end bearings on the Riot. More on that later.

Next, I went to Llandow for the two Bristol Clubs event. Just too far from home, to travel on the morning of the event so camped the night before next to the circuit and was able to miss the Friday M4 Cardiff drama. Not a good day for the driver who managed some slow runs plus out-braking himself on the approach to the bus stop and then going across the grass. An event result to forget.

At Pembrey Simon had busied himself cleaning up a patch of paintwork on my Transit tow vehicle/day van. Originally the Transit was owned by Eon and was painted orange but was wrapped white when Eon's network business was bought by Western Power.

In the gap between Pembrey and Llandow I removed most of the white wrap except that on the roof. I made a wise decision that I was too old and to be honest too heavy to go on the roof of the van. Simon did not like the two-tone result and I went to Llanelli after the event and on the Sunday Simon, Elen and myself completed the job. Team Tango now has an orange Transit, orange competition car and orange trailer. More discerning trackside observers will note that they are three different shades of orange which happens when one has no choice.

Another long gap but next up was Bris-

tol's DMS at Combe. Good weather had been booked and we all had a fabulous day with runs, runs and more runs.

On my last run the car spat out most of its coolant as I went round Quarry and I spun the car on my own coolant. It ruined what would have been my best run of the day of course but more importantly I was left with the uncertainty of not having cured the problems which existed at the end of 2021.

First guess was the head gasket again but rather than jump in lots of tests were done. No loss of compression was found and significantly no hydro carbons in the coolant. Most avenues for the problem had been explored around 2021. A new radiator was on the car, an electric water pump and controller was fitted and means for the block to self-bleed into the header tank added.

The Welsh oracle had been involved at all stages since the original head gasket failure. Much head scratching, thinking, suggesting etc. went on across the lines of communication between Wiltshire and Llanelli. After a couple of

weeks, I thought I had the answer. In the rebuild of the car the electric water pump had been wired to pump the coolant in the wrong direction around the radiator/block. The reply from Wales was NO!! – we checked that last year. “Remember the coolant hitting the garage roof!”

Eventually, mulling over the problem



Mike decided to swap classes to use up his now L

when walking the dogs, I wondered if it could be something simple like the water system not pressurizing. I checked the

radiator cap when I got back home and sure enough the spring on the cap did not look too healthy. The flange which seals against the radiator was not sitting parallel to the face. A new cap was purchased and wonder of wonders it worked.

I did many stationary tests and the car ran up to temperature and maintained

the relics of the RAF radio school and some of the roads which served the camp. The old gymnasium of the camp is the home of an alloy wheel repair business and I asked the owner if I could use his roads to test the car in anger, which was done, and it survived and performed well.

I have not dared to think that the original cause of overheating back in 2020 was not the head gasket but the rad cap. Think simple STUPID.

Thus far I had done six events and had another five to do but I had to wait until late September for my yearly visit to Harewood for a double header for the start of what I describe as half a season in three weeks.

I made an early start the Friday morning before in order to clear the national traffic disgrace called Birmingham, before lunchtime. Simon had traced a car he used to own at a Davrian Owners Club rally at Cotswolds Wildlife Park and had made contact about what the owner now did with the car. He discovered



list IC Extreme tyres. Pictured here at Llandow.

temperature as it should. It even worked well when I drove it along the road towards Marlborough. Along the A4 are

the Davrian was entered in the same event I was doing at Harewood, so hitched a lift.

Needless to say, we organised accommodation with Bob who we arranged to meet in the paddock at Harewood at 4pm approx. on the Friday. Bob has gone up in the world and now owns an OMS 2000M single seater but still has the dancehall of a trailer which we helped him park.

I was able to decline the use of the wheels and slick tyres from the Riot because they would not fit. If I am honest with hindsight, I was relieved not to be trying out slicks on Harewood's twelve feet wide tarmac. It took me some time to get in tune with the venue but at the end of Sunday I was in the low 65's about one second from where I should have been had I been able to string my best sectors together but it was about the best I could have hoped for from me and the car. For comparison rival Dan Hollis was in the high 63's. On a more positive note, I left the venue with all the coolant I started with!

Two weekends following was Anglesey Autumn Sprints run by Longton. Birmingham was avoided by touring Shropshire. Very pretty with light traffic which kept moving all the time but much quicker than eating M5/M6 Spaghetti.

Warm weather greeted us, but Bob cried off to sun himself in the Canaries. The weather for us, coupled with Longton efficiency gave us a brilliant weekend. I

was running a "new to me set" of Toyo 888's so was back in Class 2A spec. I was next to Michael Bellerby in the paddock and beat him by 1/100 on Sat and was trounced by him by 1.5sec on Sunday. Well done, Michael. No coolant problems but I do worry when going so fast.

Finally, the long trip to Combe a week later for GWS. In position in the paddock at 7.30am, having travelled from home setting off at 7.05am. It cost me £200 in diesel each time to go to Anglesey and same to go to Harewood. Isn't Combe super with such a brilliant organising team and such a good club at its heart? And it's cheap as well, if you live locally.

Thank you to all who made the efforts to make the day so smooth. Elen tells me I have won an award for my efforts with WAMC this season. Didn't know there was an award for the fastest orange Striker in Wales? Would have changed the colour earlier! The award is for the results of Welsh speed events where it turns out I have done seven in total, and only done four in England

Looks like time to dust off the MR2, make a jobs list, see if it starts etc etc.

Mike Smith

Porsche 996 Turbo - Rear Wheel Drive

There's no question that **Matt Bennett** and his **4WD Porsche** have moved the **unlimited Production Roadgoing Class A4** on immeasurably, particularly at **Castle Combe sprints**. But to create a purer driving experience, last year **Matt** decided to lose some weight, and the front drive train, to make his a **RWD Porsche 996 Turbo**.

The decision to go RWD was primarily to save weight, remove power loss through the front drivetrain and achieve a more responsive steering. There was also a strong desire to maintain the car's predictability that Matt had been



enjoying. Prior to starting work on the front, a Wavetrac ATB Diff was also fitted to the rear. Then the main task was undertaken.

Matt basically removed it all, front diff and drive shafts as well as the connecting propshaft. No other changes were made as the front couldn't be lowered anymore. To try and balance things out at GWS in November, Matt ran a full tank of fuel and spare wheel up front to make the weight up. Despite this he found the front was locking up way too easy. He was also eternally grateful it wasn't raining that day.

To help resolve the locking up and get the car more dialled in for RWD, initial thoughts were to get some different front springs. Despite Matt doing most work on the car himself, including the RWD conversion. This job went to Porsche suspension tuning specialists Center Gravity (Atherstone, Warwickshire) who fitted shorter, softer front springs, followed by slightly different geometry and corner weights.

A Trackday at Llandow in December confirmed that vast improvements had been made with the car once again feeling predictable. As with all these things only time will tell, but it will be interesting to see how Matt gets on with all 450bhp being delivered to the rear.

Matt Nichols

Immediately after attending this HSCC double-header round at Croft in September, having another ding-dong battle, this time with a Vauxhall Nova GTE on a shared 70s-80s grid, a thought entered my head. I enjoy Sprints, but am I becoming addicted to Circuit Racing? There you go, I've said it. I may need help.

There is an intensity in directly competing with other cars out on track, particularly within a clear set of rules. After all,

driving standards are being observed, contact discouraged, and blue flags waved when another car is up your chuff. For me close battles are the best bit, dualling it out with another exploiting your advantages whilst trying to mitigate theirs. I would put those close battles above say a strong finish, or in my case, a finish. Just as well then.

This HSCC event is special too, being the Croft Nostalgia weekend. A two-day race meeting, combined with classic car display and parades, military show, steam engines and fairground. Spectators are encouraged to dress up in 40s/ 50s peri-



Wet race on Saturday, managed to overtake and keep an 80s Nova GTE at bay



Sunday's race was dry where a very close near race long battle ensued

od wear, and whether worn or not, they are the most enthusiastic crowd bar none. Clapping and waving at the end of every race, even if it's pouring down with rain.

Quali on Saturday morning was dry and went OK. Having not been to Croft since 2016 I was very pleased to be 11th from 24 on the grid. A grid made up of twenty 70s cars, and four from the sister 80s series. It's lucky the crowd were enthusiastic in all weather conditions as well, because in the afternoon as the racing was about to get underway, the heavens opened.

This prompted a few to switch tyres, typically Yokohama AO50 to AO52. I considered switching to my Uniroyal Rain-sports, but as they were 258miles away at home, the Toyo R888Rs would have to do. Adding to the drama was a red flag incident and subsequent restart on one of the three preceding races. The tension was building.

So were my nerves. I even considered not going out. It was getting very wet out there, people were coming off. Cars were getting damaged. Internally, I settled on a plan to judge grip levels on the expected single green flag lap and then if not happy, peeling off to start at the back

of the grid from the pitlane. However, when we were in the assembly area, the format was changed to two green flag laps behind a pace car, followed by a rolling start. I could have gone home there and then but decided to stick around.

Thank goodness I did, the green flag laps revealed reasonable grip levels and a sort of line through the puddles. Not quite a dry line, more a not-flooded line. Then, after the lights went out on the pace car, indicating its departure and imminent start, I was also pleased to round the blind hairpin back onto the start-finish straight to still find the pack immediately in front. Fair play to our pole sitter, he hadn't gone early but left it late instead.

Once on the straight it was a case of just go. I squeezed the throttle pedal and was able to accelerate quickly without drama. This race was still on, the R888Rs were good enough, so I set about my business. Some were being cautious, others much braver. I'd put myself in the upper third of everyone out there, gaining more than I lost. I kept it clean, overtaking on the straights and not trying to out brake anyone into corners. Visibility was after all a big issue in the spray, no guarantees therefore of being seen. It worked and what would prove to be a similar story with a different outcome on Sunday, I managed to keep a FWD Vauxhall Nova GTE at bay to finish 9th overall, 4th in class.

Following Saturday evening's complimen-

tary hog roast for 60s, 70s and 80s Roadsport competitors, sensibly positioned in the relatively dry scrutineering bay, Sunday would start damp before drying out. In fact, by the time of our 2.00pm race, everyone had swapped their tyres back to full dry's. It was also by then warm and sunny. My fellow 3000M competitor, Steve Bellerby, who finished one place and



Lovely mix of cars in this combined 70s/80s

0.7secs in front Saturday, on his AO52s, had by now pulled out with engine woes. HSCC had sent an email to everyone in the race advising a revised grid, but as not everyone had a phone in their hand, I also put the word out. The outcome for me was being promoted one place to start eighth on row 4.

When the red lights went out, I made the best start since HSCC went to Combe in

2016 when I leapt from 8th to 5th. Once again, with precisely 3,000rpm dialled in, the old TVR just hooked up and after a slight squeeze towards the pit wall by a Marcos, I held my nerve to enter the first corner 4th overall. This was already turning into a new experience. I remember looking in my mirrors and thinking, they shouldn't be behind me. I didn't have to



80s grid (this from Saturday's Qualifying)

worry; they weren't for long.

I decided not to over-defend and instead follow, learn, and keep the pace up as much as possible. According to TSL about a second quicker than quali on a 1:45 being a full 2.5secs quicker than 2016 with a theoretical 1:44 possible. All that on a green track following the rain. The car felt strong, temps were all good, everything spot on. Time to push then.

Following a bit of re-balancing, namely being passed by faster cars, some of whom had spun in front of me in the wet Saturday race, and therefore out of position on the grid Sunday. I was running 9th overall, 3rd in class, battling with that same red Vauxhall Nova GTE once again.

This was going to be another epic fight. I could see in my mirrors he was close, the photos showed how close. I left him space and we often ran side by side. I owned the first sector, he owned the remain two, often barrelling into corners on three wheels behind me whilst trying to get by on a tighter inside line. The Nova had the handling, the TVR outright grunt. It was fab and it lasted all the way to the last lap, in fact three corners from home, when the gearstick snapped on an older repair to leave the car in neutral with no drive.

Realising it was game over, and not to impact anyone else's race, I quickly pointed the nose of the car towards the infield as close as I could to a Marshals post and came to a sliding stop on the still damp grass. Being honest, I hadn't realised we were as close to the finish as we were. Disappointed with the result, yes, of course. Deterred or put off altogether, not one bit of it. Croft Nostalgia with the HSCC, this time battling with a Vauxhall Nova GTE on a mixed 70s-80s grid has only fed my addiction. I really am a self-confessed raceaholic in need of help, or another event of course. Look away good people of BMC, there is nothing

Matt Nichols

Volunteering - From the Control Tower

As we are rightly told, motor-sport events won't run without volunteers. Every event has an army of volunteers who turn up on the day and also set up an event a few months in advance behind the scenes.

The vast majority of those people who turn up on the day will marshal the event by standing on the post while the cars are running.

However, have you ever wondered what life is like up in the control tower? Well, if you do venture up for a slightly better view, you'll probably find a few people doing the following roles:

Course Safety Controller

Cars are lined up ready to be released onto the circuit. However, when to release them needs an overview from a spotter or observer with a larger view of view than just the start line. The primary concern is not releasing a vehicle into the path of another car that is going at "full chat" on their flying lap. Obviously, this doesn't apply at the Dick Mayo Sprint with its 3/4 lap format.

However, for the Great Western and Llandow Sprints, drivers rely on the green light to be told it's clear to go so they can focus on their run. This green light is provided when the course is clear (given by the safety controller) along with the car being correctly lined up for timing purposes.

The secondary factor to keep in mind is not letting a car go too soon after the last one to prevent baulking. This is not dangerous as sprint drivers do not overtake at an event but it does mean another run to be added, delaying the event or even mixing a car into a later group.

A rhythm will soon come for this role. You'll be able to remember the quicker or slower cars in the group and adjust the gaps accordingly. A smooth running event without incident is always much more enjoyable for everyone involved.

Radio Co-Ordinator

Sometimes called "Course Control" or just "Control". All radio units transmit info via the radio co-ordinator. All marshals' posts, rescue units, medical staff, course clerks, essential event staff (circuit

maintenance, chief marshal, club secretary for example) have radios and are contactable.

This is likely the voice you would have heard if you're standing on the post during the event. Radio co-ordinators will be the one to make decisions on incidents based on information supplied by the post (event to be stopped, additional assistance required by rescue of medical units if serious) as well as transmitting info to the other radios on the network about the event (the all-important lunch break for instance!)

All communication to go through this person as the radio units are transmit or receive only. When one unit transmits, no-one else can talk so going through one person stops "cross chat" between units, potentially preventing urgent info from getting through. The two roles do interchange quite a lot and you'll need to talk to each other during the event acting as a backup for the other role.

Both can't be done by the same person for a whole event so you will be very much part of a team. The Llandow Sprint

in June is one of the easier events given that the circuit is smaller than Castle Coombe so you have a view of nearly the entire track from the tower. This makes the Safety Controller role simpler given the better visibility and it's the best place to start if you wanted to get involved.

We do need some volunteers for these roles moving forward so please do come forward if you are interested by contacting anyone in the front cover of this magazine.

Barrie Green



Light goes to green for a reason. That reason could be you

2022 - Classic and Performance Parade

I just wanted to take the opportunity to say thanks to all who work so tirelessly to organise
we really enjoy the opportunity – it's a nice family orientated day out, not too serious, with
come round Castle Combe, get some nice photos and see some interesting vehicles actually



...this event and put their time in on the day. This is the second year we have taken part and about the overly competitive nature of a track day. For twenty quid, my family and friends can be moving (rather than a static display). I think the formula is great. - **Rob Pearce**



No EV way to say it - So I started it like this

I have owned various Tesla cars since 2014, and am a member of a couple of Tesla focussed Facebook groups. In early 2021 an online friend, John Chambers of TEVO Solutions, who has been pushing to get EVs accepted in motorsport, asked if anyone was interested in doing a hill climb at Shelsley Walsh as they were willing to try an EV class and he wanted to show support for it.

Well I used to race cars in the 750 MC Road Sports series from 1985-2002, and have been doing track days at Castle Combe with my mate Trev since we both retired and bought an old Mazda RX8 back in 2018. So I thought, why not?

If I had known then the number of hoops that I would need to jump through I might have thought twice. Getting a licence and joining a club, then placing an entry were all simple enough. But then came the MSA, Although my Tesla was a factory standard Model 3 Performance, apparently we needed a 'passport' for it and the only way to obtain that was for a group of us to turn up at Brands Hatch

(150 miles) to see their expert EV scrutineer.

Got there on time after an early start. Finally found where they wanted to do the check, and then found that the scrutineer was going to be late (from just 40 miles away). Anyway, he turns up and basically looks at the car, takes a copy of the vehicles key manual pages. And that's it. I spent a whole day for a ten minute look over.

Then as the day approached we had the whole 'it's on it's off' saga, where the Clerk of the Course at Shelsley was constantly trying to find out what the MSA wanted. Bit of a nightmare. But it finally happened, I did the sprint, got into the MAC members top ten run off and had a great day. My competitive juices had started flowing again, and I started looking for other events.

I joined Bristol Motor Club and we entered the Mazda in the 2021 Dick Mayo Sprint. Unfortunately the changes that we had made for track days and the Rotary engine dropped us into the modified class, and it really wasn't up to it.

Then at the start of 2022 I heard from Andy Thompson that there would be an EV class at BMC meetings that year. I was keen to do the Castle Combe meetings, but sadly was away for the Dick Mayo so could only enter the Great Western Sprint. Which I did.

I was quite surprised to be able to do so as Castle Combe, and another circuit in our region, have banned EVs on track days, but all seemed OK. So having equipped the Tesla with a set of wheels and tyres more suited to short sprints on track off we went.

The day dawned very nicely for mid-October. Warm and dry. However the track started out a bit damp, so my practice run was a bit scary.

Let me explain. I have done probably several hundred laps of Combe on track days in a Mazda RX8. A lightened RX8 with up rated brakes, oversized disks, improved suspension, slick type tyres, and an engine putting out no more than 240 BHP. Because of Combe's position I had never taken the Model 3 on track there. So here I am in a car with incredible acceleration, almost twice the BHP

"I found myself arriving at every corner going far too fast, struggling to get round. The early damp track emphasising my mistakes. It was at this point that I realised that the lovely white seats in the Tesla may have been a mistake...!"

and probably double the weight. Let's put it this way, the braking points for the Mazda were not correct for the Tesla.

I found myself arriving at every corner going far too fast, struggling to get round. The early damp track emphasising my mistakes. It was at this point that I realised that the lovely white seats in the Tesla might have been a mistake...!

However, with each run I got a bit better, gradually bringing the times down. Within these few runs, we were also trying to set the car up better, bringing tyre pressures down (started far too high) and trying to adjust front to rear power delivery (track mode on the Tesla allows you to go anything from full rear wheel drive to full front wheel drive). But of course,



Tesla has the Porsche in its sights. Like them or not this EV is competitive by any standards.

with such limited track time we got nowhere near optimal.

So we had an EV class, but sadly I was the only EV, so no actual competition. However, I could compare myself with the other road cars, and was bit surprised to find myself ahead of most.

I finished the day winning my class (Hahaha) and second fastest road car overall, ahead of all the modifieds, and every other car except the Porsche 911

Turbo driven by the incredible Matt Bennett, who seems to have been winning the over 2600cc roadgoing series for years.

My best time was a 144.91 which put me 0.3s ahead of Ben Burggraaf in his Lotus Elise, but 5.6s behind Matt. However, appetite very wetted.

I mentioned on the Facebook group that it would have been nice to have some competition, and Andy replied that a

committee meeting had agreed to put the Tesla into the Roadgoing Series Production Cars over 2600cc class, so now I have to compete with Matt in his Porsche – well only 5 seconds to find.

So the plan? I have decided to try for the Bristol Speed championship in 2023, taking in Llandow, the two Castle Combe meets, and Wiscombe Park.

I am going to get the suspension stiffened somewhat to try and stabilise that run over Avon Rise and into Quarry, where I have to say I felt a bit uncomfortable at times. Our best approach speed to the Rise in the Mazda was 116 mph. The Tesla can do that from a standing start in the pits, and was at 128 mph on the full lap. Definitely then a bit more wobbly over the hump.

I hope to do a track day at Llandow before the season starts in order to get the car properly set up, since it's unlikely I'll be able to do one at Combe – and that's where I may hit a problem...

You see Combe, like Pembrey, are still grappling with the dilemma of whether to allow EVs or not on track days. Llandow on the other hand is not. I have initiated

an informal conversation to see if I can persuade those in charge to allow EVs to run. All I can say on the matter at the time of writing is that's not yet clear.

Clearly larger circuits in the region are still looking into EVs, possibly influenced by EV myths maybe. My concern? Not being able to run an EV at BMC Combe events, which would put me at a huge disadvantage in the championship, particularly since Combe is my 'home' circuit. I hope that doesn't happen, but I am concerned.

So what's a Tesla Model 3 like on track? Bloody amazing! As I said, I used to race, and this car compares favourably with anything I have raced. Instant acceleration, great cornering. For a car off the end of a production line its pretty incredible. For comparison, my best time around Combe in the tuned and lightened Mazda – 1:23.9. Calculating the one lap time from the few runs at the Great Western, best time of 1:18.7 – in an unmodified four door saloon.

Very much looking forward to the new season. Bring it on.

Dave Broadway

Sporting Trials Gold and Silver Finals

Saturday 21st January got this years marshalling events off to a chilly start. I shall try and attend a few more this year hopefully, so that's one resolution underway at least. The event was Sporting trials, the Gold and Silver Finals at Frocesster Hill, it even sounds cold.

I had no clue about the format, so watched a few YouTube videos and googled a bit the night before. It certainly looked challenging and fun.

The weather forecast warned of freezing fog – my least favourite driving condition so I made sure I left in plenty of time, not being in possession of the x-ray vision some drivers seem to possess when speeding along the outside lane in poor visibility.

The route up the M5 to junction 13 is very familiar to me having worked in Dursley for a few years a while ago. As it turns out the fog was not too bad, certainly not bad enough for rear fog lights. That didn't apply to lots of drivers who switch them on at the slightest wisp of mist – even though you can see ordinary side lights a quarter of a mile ahead.. sor-

ry, another of my pet grumbles.

what3words delivered me to the farm gate without any problems and I arrived at a very picturesque hill looking very wintery and very icy underfoot. It must be bad when the farmer had already had to be towed out by a fellow marshal in his Land Rover. I was told that the hill would be in shadow all day, the sun only reaching the valley down below where the sheep gently grazed – very bucolic scenery.

After signing on and the briefing we all made our way across to each of the 9 hills that had been set out for the day. I was on hill 5 with Mike and Judith who were most helpful in explaining the rules and what our duties were.

Conditions were treacherous, Mike falling foul of the sheet ice halfway along, which nearly caught me out later in the day. I picked some other locations for gravity and lack of traction to upend me most unceremoniously – I don't recommend doing Bambi on ice impressions at my age – but thankfully a red face was the only outcome of my less than graceful tumbles.

There were two runs in the morning, with our hill having several tricky sections with some of the early gates catching people out, and then a really tricky slippery downhill slide after an uphill hairpin at gate 5. This saw quite a few slide four wheels out if they weren't really cautious descending.

I ended up monitoring the final four gates on a fairly steep section of hill. Trying to judge which gate each car might manage was the order of the day, so that I could

try and get line of sight between the poles. It was not easy traversing the slippery slope for cars or Marshal.

Lunch was most welcome – a nice cheeseburger and hot coffee and a flask top-up from the snack van. The afternoon session saw another change in the weather, the clouds descended and the trees above us disappeared, as did the hills either side of us. It was quite eerie not being able to even see the starting gate and the cars looming out of the fog



Geoff really enjoyed his day's Marshalling, with only one 'red-faced' moment on the ice



Cold and icy start but with great views over the Severn Valley

coming slowly up the hill. A change to the layout gave the cars a better run to the last gates and there were several cars making it all the way through.

I'd also managed to fashion a starting block ledge from some a piece of wood I scavenged, giving me a bit of a boost when it came to shadowing the cars over the last gates. The fog continued throughout the only afternoon run, with the occasional rev limiter pops and bangs coming from unseen cars nearby, and the occasional glimpse of an orange hi viz, seemingly floating in the air on the next hill.

As the last cars finished the run, and we

all starting collecting the poles, the fog started to clear revealing a clear blue sky and a couple of aircraft cruising high above us leaving con trails. The walk back to the paddock was most spectacular with the sun gradually breaking through the fog around the tree line.

So a most enjoyable day, and only cold toes and a slightly bruised posterior to grumble about. Thanks go to Mike and Judith for looking after me and to all involved for a great day out. That's another part of motorsport I now know something about that I didn't previously.

Geoff Bromfield

2023 Bristol Motor Club MX5 Challenge

The 2023 Bristol Motor Club MX5 Challenge keeps the same highly successful format of 4 Autosolos, 4 Hillclimbs and 4 Sprints spread across venues in the South West from the 19th March through to the 14th October. As before only 7 of the 12 rounds need to count as we recognise that we have lives away from cars too.

We're delighted to add the Prescott Hill to our schedule this year and we have brought back, by popular demand, the Clay Pigeon Raceway Sprint near Dorchester. These complement the existing enjoyable venues of Kemble, Wroughton, Wiscombe, Castle Combe

and Llandow.

The regulations remain very similar to previous years where standard Mk1, 2 and 3 MX5's are very welcome. Small modifications are allowed on the cars to aid safety and to keep costs under control as we've always been very keen to maintain the MX5 Challenge's emphasis of affordable fun.

If you fancy giving it a go please check out our webpage on www.bristolmc.org.uk/mx5challenge our Facebook page: Bristol MX5 Challenge or contact me on the details listed in this magazine under the Membership Secretary.

Andy Thompson



Picture: Harry Thompson

Drive-By

‘Hmm, this is better than I thought it might be...’

Hi everyone, and Happy New Year, hope you all had a great Christmas break and it was a wonderfully busy period at the Dymock Estate as it was our turn to host Christmas and we had over twenty people joining us for Boxing Day. That’s an awful lot of baked spuds, cold cuts, pickled onions and slices of Christmas cake and pudding with custard to dispense! (Separate plates, of course. I mean, Yuk)

Still, no driving duties required by yours truly during the hols was a pleasant change of pace and I certainly took full advantage to constantly raid our rather well stocked cellar, well, it would be rude not to...

Talking about driving, some post-Christmas circumstances, which I won’t go into here, mean that I have been permanently working from home since the New Year, so no 600 miles a week commutes to contend with and ideal timing to not be on the road for the recently rotten weather which made local driving conditions a little hairy, if only for a short while.

And which also means that I have a lot more time available for taking Ruh, our Lurcher puppy, for his walks in a most wonderful local National Trust estate and this entails driving Lynnette’s Ford Fiesta as it’s fitted with a dog guard so that the sneaky hound in question is imprisoned safely in the back of the car.

Which brings me to my opening line, and time for a minor confession...

You see, it turns out that I’ve actually thoroughly enjoyed my time pedalling the mobile kennel masquerading as Lynnette’s Ford Fiesta. There, I’ve said it.

The Fiesta is a 1.4 petrol and is a couple of years younger than my fifteen year old daily-slogger of a Vectra and around half the mileage with only 35k miles on the clock.

What has come as a bit of a surprise to myself is that the Fiesta is a really good drive. I know, I know, the motoring press has been a firm fan of the Fiesta for many years, but sometimes you have to experience things for yourself and not just

blithely accept someone else's opinion.

Anyhow, the 1.4 Zetec makes a decently game effort at providing a turn of speed, and the car drives extraordinarily well with a brilliantly sorted chassis that does credit to Ford's NVH engineers.

The steering and all of the controls really are well weighted and balanced, and that little Zetec lump is surprisingly quiet and smooth, with the gearshift reminding me of the acclaimed butter-smooth shift action found in the Ford Escorts that I drove back in the days of my early driving career.

Most noticeable though, is just how smooth and quiet the Zetec petrol engine is compared with the diesel thumper Vauxhall saw fit to nail into my Vectra. In fairness the Vectra's engine does become much more refined and infinitely quieter once you're up to speed, and undoubtedly churns out far more BHP and torque than the Zetec (cos, you know, turbo diesel), but there's no escaping the feeling (and certainly the noise) that the Vectra's diesel lump would be just as much at home propelling a narrow

boat or any item of earth-moving or generating equipment usually found on a building site.

Coupled with very reasonable fuel consumption, other running costs not exactly bothering the wallet too much, and with the typical smaller car dimensions making any manoeuvring or parking an absolute doddle, the Fiesta is a great ownership proposition and it's easy to see why it's been such a UK best-seller for so many years.

I think the build quality of the Ford is obviously very good, but my old Vectra does seem to edge the Fiesta for general quality, like the heftier thunk when you're closing doors and for the feel and operation of the various controls, electric windows and the like. The Fiesta does appear to be built to a lower budget, for example, the door cards having a level of movement in them that the Vectra doesn't have when you pull the doors closed or operate the electric window switches.

Although, when all said and done, if I'm being honest the Fiesta is quite probably all the car you'll ever need and would be perfectly adequate for

90% of most people's travelling requirements.

And yep, I've just discussed a couple of ancient and utterly forgettable cars and used a fifteen year old Vauxhall Vectra diesel as a comparison benchmark. Dear God, what's happened to me? Help. Someone, anyone, please help...

Finally, an update on Ruh, our rescue Lurcher.

Ruh has settled in really well and is fit and healthy and practically twice as large as when we first brought him home. Ruh now has a wonderful zest for life that you would expect of any puppy, loves his walks and play times, and can be found most evenings stretched out asleep on the sofa between Lynnette and myself - and I never, ever, get the pretty end. Oh no, I get custody of the end of the beast that is obviously the result of some nightmare surgery involving a set of bagpipes and the local sewer, dear lord, the hound can fart...

I have to say though, that I don't think Ruh is the sharpest tool in the box. One evening last week Ruh obviously wanted more playtime and Lynnette suggested that entertain him. I wasn't quite sure what she meant by that so Ruh and I spent the evening playing

five games of chess, and he lost four of them, duh!

It's like I'm living in some Harry Potteresque novel 'Chris Dymock and the Halfwit Hound'

Oops, must go, Lynnette's giving me one of those looks again...

Chris Dymock



Answers to last month's Crossword

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	L	E	A	F	R	A	N	C	I	S			H		
2	A			O			O			T			A		Q
3	N	E	A	R	S	I	D	E			T	E	S	L	A
4	C			M			D		A				S		S
5	I			E			Y		R	U	D	O	L	P	H
6	A	L	A	N		R			T		R		E		Q
7		A		T	U	R	N		U		U	S			A
8		T		O			U		R		M	I	R	A	I
9		C	H	R	I	S	T	M	A	S		G		T	
10		H				L		U				N	E	O	N
11	M		G			E		L				E		M	
12	O	P	E	L	D	I	P	L	O	M	A	T			
13	T		N			G				A				C	C
14	O		E			H	O	T		Z	I	L			H
15	R	U	S	T						D		O			R
16	S		I		T	O	Y	O	T	A		T			Y
17	P	A	S	S		T			U			U	R	U	S
18	O			S		T	O	U	R	A	N	S			L
19	R								I						E
20	T	O	R	Q	U	E	C	O	N	V	E	R	T	E	R

Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, a section titled "Sign in to Bristol Motor Club" contains a sign-in form with fields for Username and Password. The Username field has a placeholder "Username" and a message "You must enter a username" with a link "Forgotten your username/password?". The Password field has a placeholder "Password" and a message "You must enter a password" with a link "Have a password reset token?". A "Sign In" button is present, along with a link "Problems logging on?". To the right of the sign-in form, there is a section titled "Not a member yet?" with a message "Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription." and a green "Register here" button. At the bottom of the page, there is a copyright notice: "Copyright © 2019 Simmetrix Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE".

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

To Join BMC*:

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

NOTE:

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

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

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

DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk

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

FOR CLUB USE	Date received	Membership No(s).
--------------	---------------	-------------------

Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

Security for your information

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

Your rights

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

You may make a complaint to the Information Commissioner.

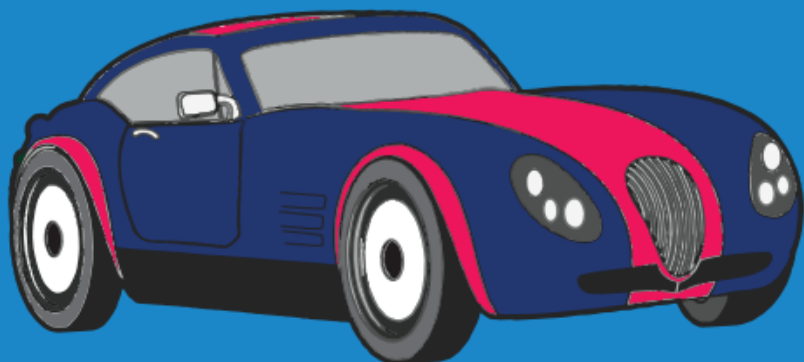
The Rotary Club Invite you to join our

Classic Car Run

Sunday 21st May 2023

Enjoy a fascinating 70 mile route through the beautiful Wiltshire countryside and over Salisbury Plain to Southern Quarter at Amesbury, finishing at the amazing Five Zero's Supercar Barn at Holt.

Be one in just a hundred on this special day



**All proceeds will be shared between
Julia's House Children's Hospice and local Rotary Charities**

For more detailed information, Registration and Regulations
www.chippenhamrotary.co.uk

E-mail: calnerotaryclassicrun@gmail.com

[facebook.com/The Rotary Club of Chippenham](https://facebook.com/TheRotaryClubofChippenham)

Supported with all our thanks by

Southern Quarter Gym
Calne Catering & Events
Five Zero's Supercar Barn
Calne Lions
Devizes Fire Protection
Marden Belles WI
Farm Cottage Brands
Julia's House Children's Hospice
Rotarians and Volunteers
The Mayor and Calne Town Council



*The Rotary Club of Calne joined with the Rotary Club of Chippenham in July 2020

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)		