

Magazine of **Bristol Motor Club**

Driving Mirror



May - June 2023



Prescott Hillclimb

Also Inside: Prescott School Day - MGZR Adventures
Escort Cosworth Weekender - **Alfaholics Visit** - Drive-By

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Contents

- Page 4. **Chairman's Chat**
Patience, wallet, value for money gene and marriage all tested.
- Page 5. **Your help needed**
Rallying needs marshal support like no other discipline, your chance here.
- Page 6. **Never judge a book by its cover**
Alfaholics, plain M5 corridor business estate on the outside, very special inside.
- Page 12. **Prescott School Day**
Huw Bowen and Phil Oliver join other MX5 colleagues for a cheeky taster.
- Page 14. **Presidential Double Weekender**
Helps of course when your brother owns an Escort Cosworth.
- Page 18. **The continuing adventures of ZoRr**
Chris B share more MGZR events including how competitive the class really is.
- Page 24. **Prescott Hillclimb - The big weekend**
Andy T got us there, Mary B shares how it went.
- Page 28. **Drive-By**
More Dymock writing purely for your reading pleasure. Enjoy.
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The next Driving Mirror deadline is
Friday 4th August 2023.

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

Chairman's Chat



Oh my goodness, if ever this sport we love has challenged me more this year, I have only one recollection and that involved a Genesis converted Mk4 Escort RWD Stage Rally car back in the 1990s.

Circuit racing a classic car was always going to present some challenges, and it's unusual, but not unique, in this space to find a car/ driver without professional support. I'm not complaining, I got that from the start, I also get the pace of the front runners, I min 19sec in 2016 around Combe in HSCC 70s regulation form that includes restrictions on carbs, weights and brake callipers/ discs. Those guys are special. My best at a GWS since, I min 22sec. The closest I've ever been to the front runners. 7th O/A on the day.

Working Mon-Fri, I spent one half of most weekends in 2023 removing the gearbox, fitting inserts to replace every broken thread in the bell housing, replacing a cracked prop-shaft and re-plumbing the cooling system for a third time. Oh yes, and completely rebuilding the front suspension, including trunnions, ball joints bearings and brake discs, not forgetting drawing and getting a new gearlever manufactured. Most of it working well.

And so what did Blackpool's finest reward me with, a leaking a brake master cylinder, which I replaced, and after dubious on-road performance, new brake pads (Mintex M155). All seemed good, except the car oddly wouldn't come to a complete standstill. I put it down to the new pads.

One week later, at Silverstone (Full GP Circuit) qualifying in a 3 race combined 52 car grid I discovered I had no brakes, unless I pumped the pedal vigorously, which of course I did just to stay out. In the end, perhaps inevitably, whilst pushing on a clear track entering corners quicker than normal, spinning and flat spotting all four tyres. I just couldn't slow it enough.

Despite lunchtime fettling, the race itself proved equally challenging with added wheel vibration at speed, still only some brakes with the final blow being coolant blowing out once again forcing an early stop due to climbing engine temps,

At times, all of us need to reflect, and so my message is when the fun stops, then stop. Or at least press pause, there is always another event whether this year or next. Now breathe.

Matt Nichols

Sixty & Worcestershire Motor Club Ltd



PHIL PRICE MEMORIAL WOODPECKER RALLY



Supported by Presteigne Tyres and Phil Price Rally School



1st O/A 2022
Callum Black / Jack Morton

Saturday 09 September 2023

Marshals & Radio Crew Flyer - UPDATE 08/06/23

One of the most popular events on the British Rallying Calendar, the **Phil Price Memorial Woodpecker Rally 2023** again kindly supported by **Presteigne Tyres & Phil Price Rally School** will see a return to Ludlow Racecourse as the rally base.

Organised and promoted by Sixty and Worcestershire Motor Club Ltd, the event will see each of the competitive stages take place in the Marches near Ludlow Shropshire and in Powys, Wales.

The **Phil Price Memorial Woodpecker Rally 2023** supported by **Presteigne Tyres & Phil Price Rally School** is a qualifying round of the MRF Tyres BTRDA Rally Series, Pirelli Motorsport UK Welsh Rally Championship, Seacon UK English Rally Championship, Welsh Historic Rally Championship supported by Brian Dennis Motorsport and Marsh Commercial, the RACRMC Rally2 Championship and ANWCC Forest Rally Championship.

Radio Crews & Marshals

We are looking for help in marshalling the stages please.

SS1 and 5 Cwmysgawen

Stage Commander - Jon Cordery

Deputy - Ian Evans

SS2 and 6 Ceri

Stage Commander - Ian Jarrett

SS3 and 7 Hopton

Stage Commanders - Kevin Witton / Tim Harding

SS4 and 8 Haye Park

Stage Commander - Steve Henstock

Now live-

Please register on Rally Stage Team <https://www.rallystageteam.co.uk> for both Radio Crews and Marshals.

Never judge a book by its cover

Having been a fan of Alfa's since I was a boy, I even had an Alfa Romeo keyring before I was old enough to have any keys to put on it, I was really looking forward to the BMC visit to Alfaholics facility in Clevedon organised by Mary Bartlett.

As we drove through the nondescript trading estate past lots of the usual window companies and assorted businesses we eagerly anticipated seeing a building with something 'Alfa'ish' all over the front of it, but the Alfaholics facility didn't give its secret away at all from the outside, the only reference to Alfa Romeo being a nice example of a 1980's 75 sat outside with a larger than standard Alfa Clover-leaf sticker on the back.

BMC members gathered outside and were greeted by Jim and Ian from Alfaholics who gave us a brief intro, we were taken through into the first part of the facility, this was where the first 'oh wow' came from Matt and I as we saw the wall to wall, floor to floor trophy cabinets full of pots won by Alfaholics cars. These ranged from Top Hat trophy and numerous U2TC (Under 2 litre Touring Cars) to trophies from all of the classic race events around the UK and Europe including the Silverstone and Donington Classic events from many years of competition.



Trophy cabinet demonstrates results

Jim and Ian explained how the business was started as a parts and spares business before naturally progressing into full car restoration and builds. This was the next 'oh wow', we were now in the parts and stores part of the facility and were shown up the stairs into the first part of what is a 2 floor warren of racking and parts filled with everything Alfa Romeo, and I mean everything.

From lightweight full carbon bonnet and boot lids and panels, to magnesium Campagnolo wheels, leather bucket seats, beautifully re-engineered bespoke parts such as cast and machined steering boxes, and billet aluminium dashboard vents (£500 a pair to you sir) beautifully made aluminium pedals, lightweight drilled hinges, and racking with hundreds of red plastic trays full of everything to build a 105 almost from scratch. Jim joked that every Alfa enthusiasts fantasy would be to do a 10min trolley dash through the parts area.

Jim and Ian explained that although there is an area full of assorted used parts such as running gear, trim etc Alfaholics do not break cars for spares, what they do is upcycle and restore some original parts removed from cars that are being rebuilt

to full Alfaholics spec.

Customers can also buy kits for their own builder to fit, from full engine builds, suspension and brake kits along with a variety of interior packs. Interestingly Ian explained that there are a number of parts which they will not sell to customers and will only fit to their in-house built cars.

A key identification of a full Alfaholics car over a 'kit' car are the side repeater indicators, full build cars can be spec'd with clear lenses which are not available for sale other than on a full build car, this is the level of detail these guys go to. All very fascinating and a great warm up to the main event over the road, so across the road we walked to another building



Workshop reveals exactly how it's done



I05 Alfa chassis provides the main focus. GTA-R builds very special indeed.

that wasn't giving away any secrets on the outside.

The next 'oh wow' came as the roller doors went up and revealed a large workshop area and in front of us a row of 3 gorgeous 105 GTA's, plus another 2 either side and a now very rare Montreal rolling shell in build. Very corny I know, but it reminded of the Nicolas Cage *Gone in 60 seconds* film where Angelina Jolie breaks into the Ferrari warehouse and says 'hello ladies' as the door goes up and reveals all the Ferrari's sat there.

The front car is a lovely dark blue, with a white bonnet stripe 105 GTA a stunning looking car in its own right, however there is definitely more to this one than the first look reveals. Definitely don't judge this one by it's cover.

This car is in fact a full Alfaholics £400k GTA-R build, with carbon bodywork panels and a stunning level of build detail from front to back. Starting with the engine bay, it has a 2ltr Twin Spark, but bored and stroked to 2.3 litres and puts out about 240bhp, the car weighs around 800kgs which gives it a power to weight ratio in the region of 300bhp/tonne all sat under a beautifully crafted full carbon bonnet lid with period securing pins.

This particular car also has a carbon roof which Ian says in very bright sunlight just gives away the carbon weave underneath,

although the rear panel between the tail lights is a painted so that the Carbon can be seen, giving the cars special identity away more readily. Even the boot is a work of art, with carbon interior paneling and wheel well, through to a polished aluminium fuel tank all topped off with a carbon lid and beautifully made lightweight drilled hinges.

The interior has bespoke made cast aluminium pedals and is beautifully put together. The leather bucket seats have lattice pattern backs, Ian explains they send a portion of the leather that is being used to trim the seats back to Italy where it is 'shredded' into strips, then made into woven panels 'at enormous cost' and returned to them to fit. This car really is a perfectionists dream with its huge level of detail and quality of engineering and workmanship.

Club members were allowed to informally walk around and enjoy looking at the cars in the workshop, Jim and Ian chatted with us about some of the details of the cars and shared some stories and about what goes into the cars and the Alfaholics ethos and way of doing things.

Everywhere you looked there was something that caught your eye, from the rows of winners laurels on shelving above the toolboxes to a mezzanine floor with 2 105's and another Montreal sat patiently to go to build, although they may be waiting for a while taking into account they



Rare Guilletta SZ (silver) and Guilia TZI race car (red) part of the discovery

only build 2 full-build cars a year.

Into the second part of the workshop we were confronted with a couple of very pretty and rare Alfa coupes, a Silver Guilletta SZ and a red Giulia TZI race car both of which had been having some restoration work carried out, along with a full race spec GTA 1300 Junior and ex CanAm McLaren M6b, both campaigned very successfully in the UK and Europe by Alfaholics director Andrew Banks.

Sat on stands in this area was a dark red painted 105 rolling shell which had been the subject of a full restoration in preparation for a full build. A number of us started admiring its standard of workmanship, the panel fit and shut lines were perfect, dare I say it, not very Alfa Romeo like at all. Not just the exterior bodywork but the paint finish in the engine

bay and interior are absolute perfection, then chatting to Jim he told us that this shell had taken 2000 man hours to complete to this standard. The car is also fitted with Alfaholics own Titanium suspension kit, you definitely wouldn't want to beat that across the kerbs at Combes Esses.

Both Ian and Jim were great hosts and seemed to enjoy the evening as much as we did, it would have been very easy to have spent many more hours talking all things cars and motorsport with them.

In true BMC tradition, well it seems to be where I always end up after a BMC event anyway, in the pub over a beer, we all agreed what a great evening it had been at Alfaholics, their hospitality, enthusiasm, attention to detail and justifiable pride in what they do was a joy to experience.

Big thankyou to Mary for organising another fascinating factory visit. If another one is arranged, which hopefully it will be, I urge anyone who didn't do this visit to

sign up and go on the next one, it really is a fascinating facility.

Chris Parr



Alfaholics were excellent hosts sharing their, and of course our, passion together

Prescott School Day

Gloucestershire's Prescott Hill Climb is making a long overdue appearance in the MX5 Challenge calendar this year. Before attacking the hill in anger, it was suggested that the Prescott school day might serve as a good opportunity to practice. Not ones to turn down track time, five Challenge protagonists, including writers Phil Oliver and Huw Bowen, took up the offer.

The trip into the Cotswolds started early for the Downend posse; James, Chris and Phil meeting at the Blackhorse garage – just one Aaron short of the full 4 madzateers this time. The group was completed by Huw and Ben M at the hill alongside a wide range of other cars from a 1951 Allard to an Alfa Romeo 4C and all shapes and sizes in between.

The school day opened with complimentary bacon rolls and coffee. Drivers met instructors and were introduced to the day with special note to take it easy; “You are here to learn not to race”, no rushing. Briefed for the day, drivers split into groups to walk the course with a designated instructor giving up tips and racing lines for every twist and turn of the Prescott House Driveway.

Frightening anecdotes laughed off, drivers

returned to the paddock for final tweaks in preparation for their first tours up the hill. Convoy runs to show the layout from a lower vantage point complete, it was time for individual runs: Each driver lining up in turn to set off at an easy pace. No one wanted to crash on their first go.

Unfortunately, Phil was still rather too eager to launch up the hill: A little too much speed and slightly too little steering angle into the Pardon hairpin and the red flags were out. Phil went wide, understeered and came to rest in the gravel trap. Oops.

An embarrassing moment of digging the car out of the gravel trap, but luckily with a few quick repairs the car was ready to go again. With the apex cones still in place, all cars managed a second run before the supplied hot lunch complete with dessert. With the delicious lunch settling, all drivers were invited to review video footage of each car's performance on during the morning.

Footage was narrated with great feedback from the instructors and gratefully, omitted Phil's mistake. Thankfully all drivers managed to steer clear of the gravel traps for the rest of the day as familiarity with the hill's challenges – and speeds grew.

The afternoon consisted of four runs each up the hill with some drivers opting



for passenger runs in the course car to show them how it should be done. Finally, the day concluded with tea and cake and a similarly commented video of the afternoon runs.

A quick presentation of certificates and drivers were released as successful graduates of the Prescott Hillclimb School. In closing comments, the instructors even highlighted the confidence and unconventional but very effective lines the MX5 Challenge drivers had been adopting all day.

With a relaxed atmosphere, the day was a wonderful learning session for both brand new and seasoned drivers; We all had a great day, would highly recommend it and feel all the more prepared for the upcoming MX5 Challenge Round.

Although take the second corner easy.

Phil Oliver & Haw Bowen

Presidential Double Weekender

A few of you know me from my exploits with your president competing on the hills and sprints with our Cox GTM Modprod. That went years ago and Tony went on to have fun in his Cyclone.

Anyway, last year I came across an advert in Driving Mirror for a classic car run organised by Chippenham Rotary Club which was open to cars more than 25 years old. My Escort Cosworth qualified by being 30 years old so a plot was hatched to enter with Tony as a second driver. We enjoyed it so much that we entered again this year. Prior to that, the previous weekend we entered a similar event organised by Winchcombe Rotary Club which involved a tour round much of the Cotswolds on Saturday followed by a hill climb at Prescott on Sunday.

Before any of this could be done, the Escort needed some TLC by experts as those locally haven't got the know-how. So it was a trip back to BBR/GTI (Brodie Brittain Racing) who installed the power upgrade many years ago. Last year it required a thorough service otherwise it would never have got very far, firing on 3 on the approaches to Brackley!! Neil and his staff sorted it and we were ready to go. More work was required this year due to various oil seals needing replacement including taking the gear box out so took advantage to install a new

clutch. So BBR had it for a month finishing in time to collect it before the first weekend. Took it back to Guernsey for a few days before returning. One final plug for BBR. Club members with MX5's may be interested to know that they,



Escort Cosworth, and classic Mi

BBR, offer many levels of upgrades. Take a look at their website.

Saturday 13th May was soon upon us so an early start was needed from Weston for signing on at the Royal Oak, Gretton,

up the road from Prescott. We were given pride of place at the car park entrance so the car got plenty of attention, as it does, incredible when there are more exotic machines to look at, Ferrari's, Lamborghini's, Porsche's,



ni weekender, what's not to like

Jaguars, plenty of old English and European sports cars etc. There were no particular start times so after a leisurely bacon butty and coffee and a look at the route we were ready for off.

All the usual places you might expect the route to take, Sudeley Castle, Upper and Lower Slaughter, Bourton on the Water, Stow-on-the-Wold (where from the back seat Ange woke up screaming 'SHOPS', of course we refused to stop, on the basis it was too busy and nowhere to park!!!) in double quick time.

A lot of 'B' and minor roads which, despite the lovely weather, were quite damp in places which didn't go down very well with me as the car was spotless beforehand. Of the many pubs we passed, we shortly came across the Horse & Groom in Upper Oddington which was timely for a light lunch.

Others had the same idea so plenty of cars for the locals to cast their eyes over. Well fed and watered and still about 50 miles to go we headed for Moreton-in-Marsh now being driven by Tony, so we hit most of the damp patches!! We continued at a leisurely pace through Bourton-on-the-Hill, Broad Campden, and Chipping Campden on the way to Broadway Tower for some exercise, refreshments and panoramic views. Plenty of classic cars to be viewed here in glorious May sunshine.

We're gradually finding our way back through the picturesque villages of Broadway and Stanway, plenty more pubs to visit if we had the chance but that had

to wait. Not far before we get to Winchcombe and the starting point of the Royal Oak. Surprisingly there was no welcoming party to record our finish so headed straight for our overnight stop at the Rising Sun at Cleeve Hill.

My son Alex, down from London, and Tony's eldest Mark and his wife Nikki were already there sampling the refreshments in the sunshine. Checked in and joined them before a nice meal and nightcaps. Early-ish start in the morning. Mark and Nikki had brought their Mini along and my Escort were both entered for the 'Classics at Prescott' hill climb.

Originally mine was to be driven by myself and Alex. Tony had entered the Cyclone but it was still laid up with a broken gearbox. So the Escort got a third driver thanks to my generosity. No pressure. Good job there was plenty of super-unleaded in the tank. Before its first run my task was to give the car a clean to get rid of the Cotswold dirt from the day before. Each driver had two runs so the car had plenty of exposure to the spectators.

Marshalls also remarked about this!! Nikki had shown little interest in the past but she got hooked and couldn't wait to have another go. Alex had never driven the Escort so this was his baptism which



BBR had George's Escort Cossie for nearly a month to get it fully sorted

brought a huge smile to his face. A good day was had by all, no timing involved so no opportunities for bragging rights.

No time to get back to Guernsey before the next weekend so took in some cricket at Bristol before giving the Escort another clean in preparation for the next weekend.

Now this was another relatively early morning having to set off from Weston by half seven if Ange could be persuaded to get her act into gear. Another passenger had to be selected in the form of a large teddy bear, would you believe.

This weekend's event was run by Chippenham Rotary Club in aid of Julia's House Children Hospice. Our start time had been given as 9:34 so we needed to be there early enough to grab the usual bacon butties and coffee. Mark and Nikki had entered their Mini and the Escort was driven by Tony and myself as Alex had to be back in London for work. Distance to be covered was about 70 miles plus a bit more for the odd detour!!

Not so many well known places, at least to me, but Tony knew some of them on route to various sites over the years. We set off from Calne cross country to Bishops Cannings then passing through various villages and the first of many white horses on minor roads before hitting an 'A' road leading into Upavon on

the verge of Salisbury Plain.

There aren't many routes across here unless you are a tank which we didn't have access to. We first headed for Everleigh then across one of the few minor roads (narrow road with passing places!!) before hitting an 'A' road again at Netheravon. Plenty of military stuff around here. We head for Bulford and on to Amesbury for a coffee stop. This was at the Southern Quarter Gym on Solstice Park. Confusion abounded until we and others eventually found it. Met up with Mark and Nikki with their Mini and continued in convoy for the rest of the tour.

We return through Bulford to take another trip through army firing ranges before returning to the A360 at Tilshead. Enjoy the surface for a while until West Lavington when we have the pleasure of more 'B' and minor roads passing through Steeple Ashton on our way to our destination in Holt, The FiveZeros Supercar Barn. Look it up, nice facility which can only get bigger considering other undeveloped buildings on the site. Good for a club social.

George Streeting

The continuing adventures of ZoRr

When I last penned a few words, after having taken a class win at the Great Western Sprint, I promised the Ed. that I'd give an update after the next event the following weekend. Ok, I know that was last October but please bear in mind I'm on West Dorset time here and we're a tad more relaxed than most. Most cows go Moooooooo, ours just go Meh...!

Final event of the season was the Pegasus Sprint at Combe so another 0430 start. Yaaay. Torrential rain on the drive up didn't bode well as I had no wet tyres and the R88R's are fine for damp tarmac but positively lethal in standing water.

My main rival, Andrew Till, uses Pilot Sport 5's as he runs to List 1a regs and was positively beaming when I pulled up in the paddock and the track was soaked. First runs were horrible, the car felt like it wanted to go anywhere apart from on the track and times were dismal. I don't think I've ever seen so many people spend so much time looking at online weather reports, me praying for dry and Andrew doing a rain dance (don't ask, it wasn't pretty).

2nd runs were on a damp but drying

track and the times started to be a little more meaningful but still favouring Andrew's tyre choice; he was a second ahead, but the track was drying and forecast was promising. Second timed run I pulled the second back and dropped the time by another second, but so did Andrew and I had the upper hand but not by much and it all came down to the final timed run.

It felt like there was still a bit of time to be found so I got a good start and gave it the full monty. Anybody who's competed in Sprints or Hillclimbs will tell you that very often you finish a run all pumped up and convinced you've knocked a mass of time off, only to find you've gone slower.

The same can apply to finishing the run feeling as if it was too uneventful to have been quick. The truth is somewhere between the 2; much of the attraction for me with Sprinting and Hillclimbing is that there is so little room for error, unlike circuit racing where you can regroup and have another go at the guy in front.

So it was with my final run, I was definitely having to use more of the rumbles on corner exit, and the car was less stable on entry as I was braking a little deeper but, aside from a missed gear exiting the final chicane it wasn't overly dramatic.



When the times were finally posted they showed that I'd chipped about 3/10ths off, Andrew had knocked a second off, and I had the upper hand by 15/100ths! The icing on the cake was that I'd also lowered the class record by 0.8 secs. Get in! Youtube clip here:

youtube.com/watch?v=clJZpO2JEdo

I had all sorts of plans to release a little more torque from the engine, tweak the spring rates and sort a lower final drive but, in true motorsport style I parked the car and didn't touch it again until late January. I had a decision to make re driveability.

Now that the engine had completely different characteristics the gearing wasn't ideal and was resulting in only just getting into 4th, even along the pit straight at

Combe. With Max torque at 7,000, max power at 8,200 and a hard cut at 8,600 the gearing wasn't really making the most of the power.

Right, decision time, SCCR box, LSD, or lower final drive. Now, ideally all three would be the next step forwards but being a humble Driving Instructor that wasn't in the plan and I needed to make a choice. After the briefest of brief glances at the SCCR option I put the kettle on and closed the webpage. One down, two to go.

LSD or lower final drive? Hmmm, no matter how much traction I had I couldn't send the car down the road if it wasn't delivering the goods and the only way it was going to do that, especially on the Hills, was to make more use of the gears, and the only way to do that was to lower

the final drive.

After more calculations than Rishi Sunak before the Daily Mirror knocked on his front door, I arrived at a 5.1 cwp being the best option. Simple, obviously that would just need ordering..... Ah, it's a ZR, nothing is straightforward.

However, all 1.4 ZR's use the Ford ib5 'box as used in the Ka, Focus, Fiesta (it currently had a 4.27 from a 1.25 Fiesta) Puma etc etc so there had to be something kicking about. There wasn't.

Enter stage right Niall Cowan from north of the border, a fellow ZR pedaller and ace rally man. He was in the process of commissioning a limited run of 5.1 cwp's and I grabbed the very last one. The next few weeks saw the box out, stripped, bearings and seals ordered, (my nephew asked me if Walruses would do instead.

He's funny. My how we laughed. Not.) CWP arrived, time was found, and the random pile of cogs and metal found themselves back inside the casing. Driving the car down the road for the first time I



Chris has mainly been getting used to his new 5.1 cwp

didn't really know what to expect in terms of ratio difference but soon found

it was as short as I'd hoped it would be. 50mph in 5th was 3,000 rpm and from a standing start (staying within our national speed limit which as you know is 60 mph), it just ate up the gears. Fine job.



diff at Wiscombe where all the early signs look good.

The design is semi helical, gotta love a semi, so wasn't totally quiet like a helical gear and I now wear ear defenders driv-

ing to and from events or the low key but constant whine is a tad annoying. Imagine telling a teenager they can't have a sleepover, then telling your wife she can't have the Jimmy Choos for xmas, then

giving the knuckle-dragging neanderthal at the check-out a handful of vouchers after he's totalled your shopping. Now put them all in the same room.....

The first Hillclimb of the season was at my local hill, Wiscombe park and I'm going to gloss over that one on account of the biblical amount of rain over the weekend, and the fact that I drove like a tool. A combination of the new set up and being rustier than a tin bucket, in a monsoon, in Iron Town at Mr Oxide's house.

Both of the next events were also at Wiscombe Park,

it's about a 35 min drive so we're perfectly situated to get to most of the meetings there. Since the first event the

entire hill had been resurfaced, top to bottom including the tyre warming area prior to the start/bridge. There was much consternation about whether it would have had sufficient time to “bleed” all the oils etc out, or whether it would be greasy for the first few meetings.

After the first practice it was unanimous that not only was it not greasy but it was unbelievably grippy. So much so that 3 very quick and competent competitors broke drive shafts due to the increased friction, It was beautifully smooth too, albeit that there were now a few raised edges as the tarmac was a tad higher than previously. Wiscombe Ltd are currently hard at work rectifying that with the addition of some material alongside the

track, and some kerbing where appropriate.

Having no idea how the new gearing would affect the car I set off to Wis corner, threw it in and waited to get on it at the exit. The change lights lit up quickly, so 2nd, then hard on it and 3rd at the bottom of the rise before Bunny's, flat to the gate and drop to 2nd before chucking it at the woods. So far so good. There is now a right, left, right, then a climbing cresting left before the sweeping right and short left braking area to Sawbench. The car is relatively stiffly sprung and with the extra power it now was spinning up on each of the direction changes, especially cresting middle esses. I was using 3rd for the next section but wondered if



More fettling. ZoRr will be getting a brake upgrade next.

staying in 2nd and revving out might save time.

I decided to go with the same changes throughout the day and experiment further at the next meeting, the 500 owners, the following weekend. I worked down to 49.43 with a 3.28 launch so wasn't devastated but with the class record at low 46's there was plenty to find. Pipped to second by Mr Styles in his Swift, but I'd got him last time out at Combe so it seemed only fair.

The 500 owners meeting the next weekend dawned hot and dry. The plan was to leave the bottom half alone (oo err mis-sus) but to use 3rd after middle esses to try and have a more stable right hander and braking area. All seemed to be going to plan until I missed 2nd to 3rd before Bunny's and dropped a few tenths. Doh.

In both of these events we were all roundly beaten by Julian Rinaldi in his F15 fighter jet, otherwise known as Fiesta Eco (Ha!!!) boost. Extracting 200 bhp from a 3 cylinder 998 engine is most definitely witchcraft of the highest order. He also lowered the AI record to an unhealthy 45.75. Keerrrrriist!

Having a quick car is one thing, but you still need to drive it and unfortunately for

the rest of us Julian pedals it pretty well.

Right, decision time, SCCR box, LSD, or lower final drive. Now, ideally all three would be the next step forwards but being a humble Driving Instructor that wasn't in the plan and I needed to make a choice...

My best was 48.79 in a mixed class of TR7 V8's, caterham 400's, Lotus Exiges etc etc. Being primarily a vintage event we were classified as "Saloon and Sports cars".

Julian managed 4th, I was 6th out of a class of 18, beaten by a BMW Mini Cooper S, but it proved extremely valuable in terms of data and I think I have enough experience of the totally different set up to make the best of it next time out. This season is going to be about re learning the car, making some small changes and getting the best from it.

Next event is the Dick Mayo, Julian will once again be the man to beat, and on the open circuit I reckon he'll fly. I'm just in the process of giving the car some slightly better brakes but other than that it's pretty well sorted for the time being and I must just nail it and extract the best from it. Time will tell.

Chris Briant

Prescott Hillclimb - The big weekend

In the days preceding a race weekend, checking the weather becomes an important pastime. Predictions for the 10th and 11th of June were variable depending on the source, BBC said one thing, the Met Office said another. We've had such warm, close weather for the past fortnight that it was no surprise that there were predictions of thunderstorms.

Prepared for every eventuality, we arrived excited for the MX5 Challenge's first visit to Prescott Hill. Due to the loss of Manor Farm, we were lucky enough to be an invited club, and managed to bring a 9-member team; Dave Greenslade double-driving with Paul Sunshine, Aaron Sharp, Ben Marshall, Ben Crick, Huw Bowen, James Hurford, Phil Oliver and Pekka Tulokas. For some it was the first time to the hill, a few had done the driving school (as Phil Oliver has already written about) and some had previous experience in different vehicles.

Practice runs started at 9am sharp, with the MX5 group roughly in the middle of the running order. Dave was first, setting a decent 55.28s, his first time driving an

MX5 at Prescott, but previously won his class with his Radical SR1. James (55.61), Huw (56.35), Phil (55.38), and Ben Marshall (54.03 - the fastest in first practice), demonstrated the effects of attending the school, setting impressive times. Aaron, on his first ever visit to the hill, set a strong 55.58s, and Pekka set a decent 54.77s despite having a moment in the Esses. Paul (59.96) and Ben Crick (59.86) completed the group, with both new to Prescott.

Second practice ran before lunch, with all but Phil improving their times. Pekka became the person to beat, with a speedy 53.34s in practice, but Ben Marshall (53.67) wasn't far behind.

A delicious lunch and essential ice-creams followed. A check of the weather suggested that the threatened thunderstorms shouldn't affect play today, and the group were eager to continue. On Pekka's suggestion I was spectating in the Esses - from there you can see some of Ettore's Bend, before the trees block Pardon hairpin and then they reemerge with the challenging Esses. Dave was first up and had a bit of a moment in the Esses, despite this he still set a similar time to

practice at 55.23s. Aaron Sharp took a second off his fastest practice time, with a timed run of 53.31s, as did Ben Marshall (53.77), but Pekka managed a 52.94s. Phil (54.55) and James (54.58) were having a close battle for the fastest Mk2.

The last run of the day and all was still up for grabs. Dave went first (55.58) and Aaron followed, with an insane run of 52.75s. Ben Marshall, who showed strong form all day, managed a 53.63s. Pekka was unable to beat his previous time

(53.47) meaning the win went to Aaron. In the battle of the Mk2s, Phil (54.36) pipped James (55.27) to a win.

The awards at the end of the day came with a torrential downpour. Everyone was glad that the rain had waited until all competitors had run, and hoped for the same for Sunday!

Sunday arrived with a bigger threat of thunderstorms. Overnight we had lost



MX5's installed in the Prescott Paddock



Top 3 (L-R): Ben Marshall, Aaron Sharp and Pekka Tulokas

Ben Crick, so we were down to 7 cars and 8 drivers. The day got off to a similar start as Saturday finished, with Aaron maintaining his dominance with a first practice speed of 53.60s, the next closest was Phil (55.01). After first practice we heard that there was a thunderstorm and rain in Bristol, so weather watching resumed and it got noticeably cooler and gustier. Second practice remained dry, with Aaron managing to get into the 52s already, with a time of 52.99s. Pekka managed to get down to 53.16s, with Ben (54.19), Dave (54.28), Phil (54.34), James (55.10), Huw (56.86) and Paul (57.68)

following.

The first two practice runs were finished, so an early lunch followed. Prescott organisers also seemed keen to try to finish early to try to avoid any inclement weather. A few big spots of rain fell, but the boys tried to convince me it was cherries falling from the tree we were sheltering under. Another delicious lunch and much needed ice cream followed, and then light rain came. Enough to have everyone running to pack everything into their tents, but not so much to really get

the road wet due to it being so warm.

'Psychological rain' stayed for most of the afternoon, not enough to really change track conditions, but enough that the fact it was raining was on your mind. This seemed to have little effect on the first timed runs, as Dave found his fastest time (53.46), and the rest of the group were tightly bunched together: Aaron (53.14), Ben (53.34), James (54.30), Huw (56.57), Phil (54.20), Pekka (53.34) and Paul (57.77). Again I was watching from the Esses, and you could tell the group were pushing hard as they thought this might be their only dry run. Aaron pushed particularly hard on his run, coming into the first part of the Esses nearly sideways.

With Ben and Pekka getting exactly the same time on their first timed run, the final run of the day was tense. Dave was first up again, unable to beat his previous time (53.63), Aaron was also slower this run (53.25). However, Ben was able to beat his previous time (53.16) and was only 0.02s behind the leader Aaron.

Pekka knew the time he had to beat, but was unable to go faster in his last run (53.39). In the battle of the Mk2s, Phil was able to get a 54.00s whereas James was unable to go faster, producing a sec-

ond time that was only 0.01s slower than his previous (54.31). Huw set his fastest time of the weekend (54.77) and Paul was unable to beat his previous time as he struggled to find a gear going into Pardon, finishing the day with a time of 58.13s.

The weekend at Prescott was highly enjoyed by all, and we hope to be invited back again next year. The food served in all the vans was delicious, there are a great number of viewing spots and the hill is technical and fast. I can also thoroughly recommend the ice cream.

Mary Bartlett



Aaron Sharp taking both Class Wins

Drive-By

'Oh, you've got a big one!' Well, one doesn't like to brag...

Worrying though, was quite how the above comment might be construed by anyone overhearing it without the correct context of our conversation, as it was recently made in the middle of my office by one of the young trainees.

You see, we had been discussing cars (as is the habit of any interesting people) and the lad in question drives a BMW 1 series. I had asked him which model and it was the 1.6 litre diesel version. Which in turn led to my response to his equivalent question and that my ancient but worthy Vauxhall Vectra is graced with a 1.9 litre diesel thumper and our young trainee's, somewhat troubling, subsequent observation at the beginning of this article.

What did strike me as interesting was that the younger generation actually considers a 1.9 litre engine capacity as being large. Really?

Apparently so and, giving the subject a little bit of thought for a moment, I guess must relate to the fact that anyone new to driving in the past decade must have been brought up on cars with the small capacity turbocharged engines that have been motorvating cars since the financially troubled period of the global

recession, where a combination of lack of money and ever increasing emissions legislation led to an inevitable reduction in engine sizes where sub-1,500cc turbo-petrol 3 & 4 pots became the go-to answer for car manufacturers.

Not a bad call on paper, admittedly, but even with a current 1,250cc turbo-petrol lump knocking out around 30bhp more than the 2-litre Cortina's travelling British roads during my early driving career, there's no escaping the fact that cars have also gained an awful lot of weight during the past decade and you must cane the living daylights out of the poor little modern engines to actually achieve any meaningful performance and with the inevitable impact on the all-important emissions...

So, is 1,900cc considered to be a large engine nowadays? By the sound of it, it would appear to be down to how old you are. To an old git like me, larger engine capacities start at around 3-litres and anything 5-litre plus is a large engine. However, these engines are now a condemned breed soon to be found only in history books, and most likely to be replaced in the next generation of cars that presently utilise such large lumps with electric propulsion which already offers supercar performance (except in range if you're enjoying the performance and recharging times, that is) if you have the financial wherewithal for purchasing

one of the upper echelons of the latest crop of fully electric cars.

Not that a lot of the younger generation even bother to obtain their driving licence these days and apparently the take up for driving tests among the key 17-25 years old demographic has dropped by about a third in the past decade.

Perhaps the shape of things to come and the younger generation teaching old dinosaurs like me about global responsibility for emissions reduction and creating a better society. Probably not a bad thing, it's just that humans really don't easily deal with change.

It's not as if it's the first time that there's been substantial societal changes related to this nation's transport choices. Just take the transition from goods being transported by barge to being transported by the railroads in the mid nineteenth century or the change from horse drawn transport in towns and cities to the domination of the motor car, bus and tram. Both huge shifts at the time in how we choose to get around or transport the goods and services we need, and obviously not without casualties, but people adapt.

Casualties? Of course, no more requirement for transporting goods by

barges, then no more requirement for barges or the people who built and maintained the barges. With the transition in cities from horses to motorised transport, the casualty list would include harness makers and stable and livery staff, not to mention the legion of people employed to clear up the daily output of horse manure.

Not a joke when you consider the tens of thousands of horses in use in every sizable city and which actually led to a parliamentary investigation known as the great horse manure crisis of 1894 when the subject was hotly debated due to somebody's observation that even more horses would be needed to transport the daily collection of an ever increasing amount of manure from the streets of our cities which in turn would lead to the production of even more manure in an ever increasing spiral of s**t.

But people adapt and answers can be forthcoming.

There may have been no more requirement for barges and, therefore, the people who built, maintained and ran them, but then someone had to build the new trains, maintain and run them? The horse poo problem went away very swiftly at the start of the twentieth century with the creation and rapid adoption of motorised transport

alternatives. No, I know, rather a glib set of observations and not a perfect solution, it's dealing with the changes that's most difficult.

Admittedly, there are times though when I love to embrace modern technology and properly urgent circumstances quite rightly transcend any minor impact to global climate considerations, with a recent example being my realising I had forgotten to order our usual special steaks for a family barbeque planned for the following day.

Fortunately, a bit of quick thinking on my part and a couple of phone calls later saw one of our family's Lear Jets despatched during the night to our ranch in Argentina to collect half a dozen of the finest Bif De Chorizo and have them delivered just in time for marinating to perfection prior to our gathering. Sorted, crisis avoided, and they call me an old-fashioned dinosaur! Uhm, just that I would appreciate it if you wouldn't mention it to that Greta girl...

Back to the relentless march of progress and our favourite personal transport, the motor car. With electric cars now viewed as the best panacea to achieving emissions reductions, the advertisements of the various car manufacturers do appear to be a little ethereal at times as they concentrate on conveying the message that their electric car is the best thing to happen to mankind and probably runs on fresh air (and the power of prayer – just look at the face of any Tesla

driver on the motorway at the end of a day to see just how much praying can be involved...).

Anyhow, have you seen the advertisement by Peugeot for their latest 408? Well, next time you catch up with it (or find it online if you wish) have a proper listen to the message being read by what appears to be a young French girl. Yep, I imagine that some messages are a lot better in the original language and that dubbing the Peugeot advert which was obviously made for French TV with a classic 'this is what a French person doing English must sound like' might not have been the best idea.

It's just that you have to be a little careful with certain word selections when using the English language and things like 'our souls' can be very misconstrued, especially when being pronounced by someone whose first language doesn't appear to be English.

Which gives us in the Peugeot advert the line 'a voice whispering into our souls' – say it at speed in a faux French accent and you'll titter every time.

Finally, the latest update on Ruh, our rescue Lurcher.

Part of our adoption contract with the rescue centre where we found Ruh was to 'have him done' when he was old enough.

Lynnette and I recently agreed to pop into the vets when we were next out and about and get Ruh booked in for his op which was long overdue having been delayed due to one thing or another. Once we had got to the vets, Lynnette sorted out the most suitable date with the receptionist and booked in our (now not so) little Lurcher.

Now, if I was feeling a little guilty about the whole idea of having our little chap's spuds removed, the next part of Lynnette's conversation with the receptionist had me truly in a spin.

What did Lynnette ask next? She asked the receptionist if they might offer a two-for-one offer on castrations. The lovely lady receptionist then enquired whether we had another dog that needed 'doing' and without a moment's hesitation Lynnette looked straight at myself and said 'no'... oh crap...

Anyhow, after a couple of quiet days post-op, Ruh's perfectly recovered from his traumatic experience and continues to love his life and is his usual joyous self.

Unlike yours truly who now suffers bouts of extreme anxiety, constantly imbibes semi-lethal volumes of hard spirits, struggles to sleep and is immediately wide awake at any little noise in the house. Well, I wouldn't want to fall victim to an alleged sleep-walking incident...

Phew, Harry Potter had it easy just having to deal with Dementors, I mean, they only steal your happiness...

And which now means the latest Harry Potteresque novel I find myself dwelling in is: 'Chris Dymock and the Nightmare of the Midnight Spud Stealers' .

Chris Dymock



Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, 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 red border and a message "You must enter a username" with a link "Forgotten your username/password?". The Password field also has a red border and a message "You must enter a password" with a link "Have a password reset token?". A blue "Sign In" button is present, along with a link "Problems logging on?". To the right of the form, a section titled "Not a member yet?" explains the benefits of membership and includes a green "Register here" button. At the bottom of the page, there is a small copyright notice and a privacy policy link.

Information Subscriptions Events

Bristol Motor Club
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

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

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

[Sign In](#) [Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription.

[Register here!](#)

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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).
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Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

Security for your information

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

Your rights

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

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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)		
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
Friday 7th July	Castle Combe Track Day (CCRC)		
Sunday 16th July	AutoSOLO Ashton Down (EMCOS)	Yes	
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)		