

Magazine of **Bristol Motor Club**

Driving Mirror



September - October 2023



Just before it went bang

Inside: Radical Prosport at Wiscombe - **MX5 Challenge**
Great Western Sprint - **RaliRevival Cymru** - Drive-By

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Cover shot: Ashleigh Nichols (Matt Nichols TVR at the Great Western Sprint)

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More Dymock writing purely for your reading pleasure. Enjoy.

**The next Driving Mirror deadline is
Friday 1st December 2023.**

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

Chairman's Chat



Our Great Western Sprint on Saturday 14th October produced the 2023 British Sprint Champion, many PBs for our own members and for yours truly great support in the paddock despite a definite downward spiral of events.

Peter Goulding was crowned British Sprint Champion with Graham Blackwell second and BMC member Stephen Miles third. Congratulations to all three. Elsewhere some more BMC members were also rocking Combe with for example Pekka Tulokas getting the Turbo MX5 flying to a deserved class win and Matthew Bennett taking another chunk of time out in his now RWD Porsche 996 Turbo.

From my part I can't thank Julian and Nick Rainbow enough in fixing a 'no' brake problem to allow one competitive run at least before the engine let go. A sound I don't want to hear again, it was like someone smashing a large glass bowl underneath the bonnet.

I had to laugh after the brake incident though which occurred at Tower-in. Following a heart in mouth moment, I

turned the car in (not much choice really) and it went round sweet as a nut, clearly not going fast enough then. Engine failure even more frustrating given handling improvements made at the start of this year.


I have to mention our Roy Fedden Sporting Trial which once again has a venue in 2023. The first since 2018. It's a new old venue off Lansdown, near Bath opposite the race course, somewhere we used before back in the late 1970s and early 1980s. A venue secured in a pincer movement by Pete Hart, Tony Streeting and Robin Bath.

Massive thanks have to also go out to everyone who helped progress other potential venues including Mike Smith and Ryan Eamer. It makes a world of difference to get some momentum behind solving a problem and from nothing we suddenly had real options opening up. Thank you once again.

In the magazine this month we hear all about Michael Bartlett's first outing in his Radical Prosport at Wiscombe, our Great Western Sprint, 2023 MX5 Challenge, Fedden Marshal shout out, RaliRevival Cymru, Radical Diaries and Dive-By. *Matt Nichols*

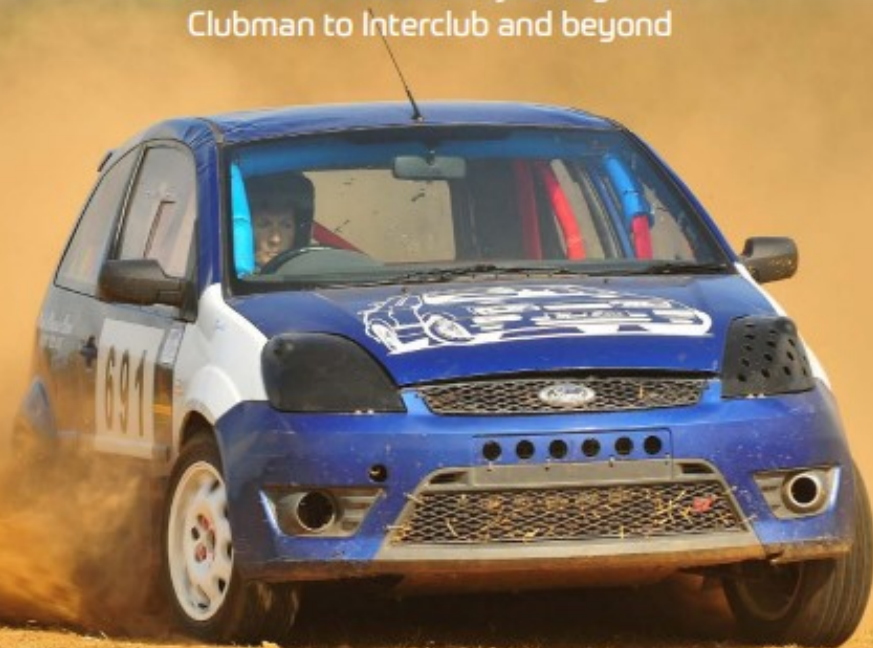
Revolution

October 2023

The official magazine of  motorsport uk

STEPPING UP – TAKE YOUR MOTORSPORT TO THE NEXT LEVEL

Six drivers share their journey from
Clubman to Interclub and beyond



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2023 BMC MX5 Challenge

The overall winner of the The Bristol Motor Club 2023 MX5 challenge yet again came down to a tiebreak situation. This is the third year in a row that the Challenge has been decided by a tiebreak.

In 2021 Pekka Tulokas and Ollie Jenkins both tied on 155 points. Pekka won the challenge as he won a Sprint and a Hillclimb whereas Ollie only won an Autosolo.

In 2022 Aaron Sharp and Pekka both tied on 165 points. Aaron won the challenge as they both won a Sprint, a Hillclimb and an Autosolo. The next tiebreaker was therefore used which is the competitor with the lowest aggregate time percentage difference to the winner of each round (excluding dropped scores) shall win the overall challenge where Aaron came out victorious.

In 2023 Ben Marshall and Aaron both tied on 160 points. Ben won the challenge as he won an Autosolo, a Hillclimb and a Sprint whereas Aaron didn't win an Autosolo during the year. Ben and Aaron have both driven superbly all year pushing each other (along with Phil Oliver) all the way on every single event, often separated by tenths and great to watch. If Ben makes a video on his achievements this

year make sure to watch it as it'll be a great watch.

2023 yet again underlines a number of important factors about the Bristol Motor Club MX5 challenge. Firstly, it is very competitive given no one runs away with the overall championship. Secondly, given this was Bens first year in the championship it demonstrates that newcomers can go on to be highly successful from day one. And finally, yet again incredible relationships have been forged through the competition and fun that the 2023 cohort have collectively experienced.

In Class A Phil Oliver had a belter of a year winning every single round i.e. 12 out of 12 even though he was faced with incredibly competent competition in the shape of James Hurford and Mike Lear. Equally as impressive to Phil's points haul was his ability to break Bristol Motor Club MX5 Class A time records at venues which we've been visiting since we started the championship nine years ago.

In 2023 Phil broke the Class A time records for the Clay Pigeon Sprint, the Great Western Sprint, the Llandow Sprint and the Wiscombe Hillclimb. Phil's performances in 2023 have been phenomenal.

Class B was won by our 2022 overall champion Aaron Sharp, who won six of





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the rounds to beat Ben by five points. A brilliant year again for our 2022 Champion.

Thank you to all 15 competitors that took part in the 2023 challenge. Next year we are expecting to run the championship again along the same format of 12 rounds with 7 to count across four Autosolos, four Hillclimbs and four Sprints within a reasonable distance of Bristol.

If any of you have any queries to the MX5 challenge, please do not hesitate in contacting me or looking at our website on www.bristolmc.org.uk

Andy Thompson



L-R: Phil Oliver (Class A Champion, Aaron Sharp Class B Champion and Ben Marshal Overall Champion.

Five Clubs Wiscombe Hillclimb

After not competing in 2022 I was keen to get back into Sprinting and Hillclimbing in 2023, but wanted something different to the road going MX5s that I had shared with Pekka previously. After spending time in the paddock with Dave and Simon and seeing how much they enjoyed their Radical SRI, I started habitually checking [racedirect.com](https://www.racedirect.com) every morning in search of my own Radical.

After missing out on a couple, Dave phoned me after the Pembrey Summer Sprint. He and Simon had been next to another competitor in the paddock who was thinking of selling a Radical Prosport. After a couple of phone calls, some photos and a couple of trips to Carmarthen, the car was mine.

It had not been used for at least 10 years and the current owner had never driven it. Alarm bells were ringing but after months of not finding one I'd run out of patience and hoped the car gods would be kind. The car and trailer were both full of spares for the journey home.

I set a target of being ready for Five Clubs Wiscombe at the start of September. The following weekends were spent replacing brakes, chain, sprockets, a

few perished rubber parts and checking everything over.

I had booked a test day at Llandow on 22nd August. The morning went well, the car was less intimidating than I thought it might be and except for one centre lock bolt that kept coming loose, requiring my runs to be kept short to return to the pits and check it was still tight, all was going well.

Then it decided to spit smoke out the back, I had no idea it had happened until the smoke caught me up at Bus Stop. I pulled into the pits to investigate, but everything looked and sounded fine. I went out again with exactly the same result, this time there was more smoke and it smelt oily.

I checked everything I could think of over lunch and made a helpline call to Simon to see if he had any thoughts. Everything still looked and sounded fine, except being Llandow, it had now also started to rain.

I went out again after lunch with rear bodywork removed and cameras set up to capture where the smoke was coming from. Lap after lap I was expecting to hear the engine let go, but it never came. The car ran sweetly the rest of the day.

I just had enough time to put the new tyres on and try a few practice starts, which did not go well (new soft slicks have a lot more grip than 10 year old ones!) and the day was over. Whether I was ready or not, the next Wiscombe was just over a week away.

I arrived at Wiscombe on Friday afternoon to give myself plenty of time to get the car ready on Saturday. With the trailer in position and a delicious tea next

door at Blackberry Honey Farm consumed, I went to bed excited but apprehensive.

The following morning was damp, but the paddock was warm and drying. I started unloading the car and all the tools. Runs started a bit late, I started the car in what I thought was plenty of time to get it up to temperature before the first run, it ran briefly and died and then would not start again. Fortunately, Simon and Dave were



Life beyond a shared drive in an MX5 came in the form of a Radical Prosport



A sticking float was found to be the cause of the car running rich

on hand to help for the first of many times that day.

Simon got it started and we adjusted the idle screw to get it running. It wasn't running as well as it did at Llandow but I could at least make it to the start line on my first run.

On the first run I made it round Wis corner, the engine cleared itself and the adjusted idle screw now meant a very high idle leading to a slightly quicker entry to Gate than I'd planned, but apart from that the run was uneventful. First run done, I

turned the idle back down, but the engine continued to run rough on the second and third run. After the third run the engine was running very rich, I barely made it back to the paddock having to bump start it on the way down, not running on all cylinders and smoking out the exhaust pipe.

We took the plugs out for about the third time that day and turned the engine over, showering Simon, Dave, Tom and my parents in petrol, it really was running rich! We looked at the fuel pressure which seemed fine so turned our attention to the carburettors. Removing the

airbox we found fuel sloshing around in the airbox, just behind my head!

Turning the ignition on revealed when the fuel pump was running, fuel was pouring out of the breather straight into the airbox. A gentle knock on each of the carbs with a hammer by Simon resolved the problem, so we thought there must have been a stuck float.

As the car had been sitting for 10 years we expected the carbs to be dirty inside, however opening them up they were really clean. Simon and Dave went to get their car ready for Simon's run and I put everything back together just in time to get out for my 4th and final run of the day managing a 44.17s run with the car feeling much better.

Sunday went a lot smoother, from the first time the car was started in the morning it ran much better than it did on Saturday. The weather was lovely and I finished the day with a 41.38s run, finishing 3rd in class with a Bristol Motor Club filling the podium with Simon 1st and Dave 2nd.

It was good to get the car out at least once this year, it has given me a list of jobs to do over the winter ready for competing in the HSA Speed Championship next year. Big thanks to Dave, Simon and Tom on Saturday, I would never have made it out on all my runs without their help.

Michael Bartlett



Successful Sunday with help from amongst others Simon and Dave

Great Western Sprint

On Saturday 14th October we hosted the final round of The SBD Motorsport UK HSA British Sprint Championship to decide the ultimate winner. But at our Great Western Sprint 2023 BSC Champion Pete Goulding wasn't the only winner, there were outstanding performances up and down most classes.

An incredible 43 BMC members entered and you'd have to say some on were on fire. In Class A2 Mark Tooth closely followed by daughter Claire made it a 1-2 in the family Elise with Donald Gay (MR2) coming home 3rd.

Whilst in A3 the flames were really roaring high. Pekka Tulokas made good use of his high powered MX5 Turbo to take first place with a very strong 144sec run, which wasn't too far ahead of the equally flying Dan Trotman in 2nd driving the road car of the moment, Toyota GR Yaris. Steven Adams was 7th in his Boxter and Michael Wells 10th in his N/A NC MX5.

The unlimited production road cars class A4 saw Matthew Bennett (996 Turbo RWD) go head to head once again with Dave Broadway (Tesla Model 3 Performance). At the very wet Dick Mayo Sprint and with Matthew's Porsche sat on AD08R's it was Dave who pedalled fastest that day, as covered in these very pages. A great result for an electric car. However at the relatively



Mike Smith putting in a strong performance in his Sylva Striker



Ellen Worthington took the C2 Class win

dry GWS it was Matthew who moved the goalposts on again with an incredible 135sec run to reverse the order back to Porsche ahead of Tesla once again.

In our MX5 Challenge class everything came down to the second timed run when Aaron Sharp got the better of 2023 MX5 Challenge Champion Ben Marshal, Phil Oliver and James Hurford to take the spoils with all four banging in superb times (154-158secs).

Whilst in Specialist Production Road

Cars class B2i it was great to see Mike Smith delivering his own strong performance with a 152sec run. And in B3, Adrian Clements got his Westfield SEIW around in just 147secs.

Modified Series Production Cars Class C1 saw Aaron Smith slide his original Appendix K Mini around in an incredible 151secs, a highlight for many who witnessed it on the day. C2 saw Elen Worthington take the class win. Whilst in C3 Stephen Moore (Evo 6 - 141secs) was just edged out to 2nd place by Richard Williams GT3 Cup European



Appendix K Mini was absolutely flying and a great watch

spec rally car. Wayne Shorney got his TT home 4th (151secs) with Simon Pollock 5th (MR2 - 153secs).

Sports Libre saw Simon edge Dave in the shared driven Radical SR1, both on a 126sec run to finish 2nd and 3rd in class respectively. Whilst in the Racing Car Classes John Loudon (Force TA - 124secs) took the E1 victory just ahead of Mark Crookall (OMS PR) with his time of 126secs.

In E2 Carole Torkington (OMS) took the class lead in the morning run (128secs) before the tables were turned after T2 by Steve Broughton (DJ Firehawk) with

his best of 121secs. Whilst Zoe Kingham, sharing a drive with Steve, came home 3rd (136secs).

At the sharp end, in Class E2, Stephen Miles took victory in his Van Diemen with a time of 124secs ahead of Gary Buckingham (128secs) and Michael Froggett (129secs) in their shared Reynard Formula Vauxhall.

Well done to all the class winners, and of course our event organisers and marshals who with support from Castle Combe Circuit and TSL Timing made the event the success it was.

Matt Nichols

ROY FEDDEN SPORTING CAR TRIAL - SUNDAY 12TH NOVEMBER

MARSHALS NEEDED

If you can help please contact:

Tony Streeting

(E) tonystreeting@outlook.com

(M) 0780 1415238

Signing on will be from about 10am (so, a civilised start time)

Briefing will be at 10.30am

The event will start after the 2 minutes silence for Remembrance Sunday

There will be a catering van for breakfast & lunch if required & portaloos.

The event should finish around 4.00pm

8 or 9 sections and so we need 2 to 3 people per section but we can have more if there is a group who want to stay together. There will be an experienced marshal in charge of each section.

This is a fun event to be a part of and we are confident that you will have an enormously enjoyable day.



RaliRevival Cymru was a new event planned for March 2023 as a mix of Targa and Regularity sections based around Mold, North Wales. It was intended to mix old and new, introduce Targa rallying to historic cars and regularities to the Targa young guns.

When I knew I had clearance to navigate for my father on the HERO Classic Marathon in Slovenia for June 2023, I entered three UK events for training as I was tired of coming last – RaliRevival Cymru (March), Loughborough Car Club's Metric Services Easilarity (April) and HERO's Rally for the Ages (May). Unfortunately the one weekend we had snow this year was the weekend of RaliRevival and it was postponed. I was half way up the M6 and Dad was halfway along the A14 when the email arrived.

Following a collection of emails the new date was set for the 7th and 8th of October. Unfortunately the change of dates clashed with a two other events and the 75% of crews pulled their entries. In order to make the event viable, a one day event was run alongside the two day event to just compete in the Tests with-

out the regularity sections, which appear to be the key thing younger crews were not keen on. This was the last we heard about the event until I rang the organiser the week before. We were too late then to stay in the main hotel, but still had high



Rally Revival, a place where new age

hopes for a fun few days.

Arriving at the Beauford Park Hotel on the Friday evening and awaiting the email with our route for day 1, there was little activity... At 8.30 the email arrived upside down, inside out, and like nothing I had ever seen. After a moments panic,

with no sign of page 1, MC1 or MC2, I asked reception to print it for me.

When I got back to the bar, someone else had a map out, Jeremy is now my best friend! Between us we realised there



e Targa meets old school Regularity

was no page 1, MC1 or MC2, we were starting at MC3. We sat together and mapped day one, conferring as we went, with a third and fourth crew joining us.

As a team we worked out a route, which grid references were incorrect, and had a plan to get through the day. We'd all

travelled a long way, we would have a great drive through Wales whatever happened! I went back to my hotel, in bed at midnight.

We had decided to change the wheels to gravel tyres at 6am, ready for noise testing and scrutineering at 7, so the alarm at 5.40 was not welcome. I met Dad at the car and we whizzed the car up in the air, put the impact driver on the first nut and sheared off the adapter... Ughh.

We had a spare socket that would work the jack but was not deep enough for the wheel nuts, so we used the breaker bar and torque wrench to change the wheels. We got to noise for 6.40 and to scrutineering for 6.45, passing a Screwfix... successfully scrutineered we parked outside screwfix and waited at the door for 7am to purchase new adaptors, "two packs please!".

Signing on in the hotel it became clear we were starting with day two from the original event, explaining some of our challenges from the night before. Only 16 cars were registered the two day event, of which only 14 arrived - I wonder if the other two simply didn't know it was hap-



enough before check point I car I was broken.

Handing over my time card as fast as possible, it turned out I'd handed over the wrong card... I'd handed the time card for day one, not that card for day two. As we were actually doing day two first this was the wrong card, but where was the correct card?

It was in there somewhere but the marshal wasn't sure... after 15 seconds of faffing on a timed section I politely asked to "just write on that card" and we were off. Second control I instructed to 'just write it' as I thrust the card over, and we were off. Test 6 done.

Second time through we were much slower off the cattle grid and louder with the instruction to just bloody write it, and nearly halved our time. The rest of the day followed a similar format. Lots of asking people to just write on the paper, and a lot of hanging around before each section.

Some of the tests were really too rough for us and we discussed whether or not we wanted to go back through them. The modern cars were more than happy to thunder down rutted farm tracks, we were very of a long drive home.

pening.

The first day was more tests than regs most tests run twice, and Dad was on form as usual. Test one (six in the book...) was slippery and fast, the drive of a manor house half under trees, half through sheep. A very heavy thump over the cattle grid had us both wondering if that was that was that, considering how the event had been so far, and sure

The biggest concern for us is the gearbox. The Alfetta is famed for its transaxle layout, the gearbox sits within a De Dion axle, with inboard brakes reducing unsprung weight. However, that means any attempt at gearbox protection overheats the brakes. The 'box is therefore exposed and crashing over rocks is not ideal.

Second time through test 8 we found a better line, test 9 was cancelled, so off to test 10, a farm yard. We skidded through the farm yard, avoided the muck heap, off across a field then down the farm track, great fun. Second time through we wagged the tail a little more, smiles all

round, off to the next test in a quarry.

On the way to the quarry we commented on the car's peculiar handling, and sure enough as we arrived we found we had a flat tyre. The screwfix trip proved worthwhile and we had the new wheel on in 3 1/2 minutes, not even losing our place in the queue. Now, we fully appreciate marshals and everything they do for motorsport. However, I've not been in a situation where one is wrong before... He wrote the start time on the card and said 15 seconds! I said, no, 5.

Checking with finish control, our clocks



Alfetta's transaxle gearbox is exposed and crashing over rocks not ideal.

were the same time as the end control – we set all ours at MC3 at the start of the day – but the start control was using a time piece 10 seconds late... We duly apologised to the start marshall, learnt our lesson that the marshall is ALWAYS right, and set off on the second round.

We were back into the farmyard in the afternoon, lots more fun, a couple of regs and done for the day, back to Mold. Day one (two) finished with a parade in the High Street – an absolute highlight. We were treated like heros, it was amazing. 15 minutes cheering and chatting, then we passed through the arch and back to our hotel for dinner.

After dinner I made a start on plotting the next day, getting stuck on the fifth reference... I rang Jeremy who was stuck at the same point so went back to the Beauford Park and the four of us plotted the next day, ironing out the errors in the instructions and ensuring we would all be wrong together. The plot highlighted we were driving some fantastic roads, starting at 9am, so a 11.30 bed time yielded a better night's sleep.

The first tests were cancelled due to water logged fields, so off we went for three regs. Finishing the event was a test repeated. At the start of the test we were

offered to start two minutes behind the previous car as some people have said its rough... Sure enough we crept the end of the first track on the sumpguard, crashing though muddy dips.

The second track was smooth gravel, the third broken concrete and very rough. At the finish control was a concrete mound across the road on which we were beached... We rolled back and took a run up, crashing and scraping over it. A time of 4mins 50 with a max time of 5 mins, we decided it wasn't worth risking a second run and went home.

Another lesson learnt, we received a penalty for not checking in at the start and finish controls of the second run, despite us making it clear we were not going back through. Another historic broke their rear axel, a third (of 5) did not go through a second time but did check in at the start control. Back to the Beauford Park hotel to change the three remaining wheels back to road spec, then a dinner and prize giving. We came 7th O/A out of 11 finishers, 3rd in Class.

Saturday morning I was in fight or flight – I felt under prepared and had limited sleep. The communication in and around the event let it down, us not even knowing it was happening till the week before

reduced prep time and the first route being inside out didn't help.

Not one to give up easily, we had a great couple of days. Fantastic time with Dad as always, the scenery was amazing and I learnt a lot more about navigation and

managing regularities. Saturday night in Mold was a huge highlight I'll not soon forget. Next event is the Ypres Classic on 1st December.

James Leggett



Day one (two) finished with a parade in the High Street – an absolute highlight.

Radical Diaries 2023 Part 1 - The Hills

2023 brought around another great season, with the usual rollercoaster of highs and lows.

The car gave us a few issues at the beginning of the year with a very strange issue where it would read zero oil pressure on a hot start, causing the ECU to not allow it to start the engine. This gave us a few sleepless nights to try and root cause it, with measuring the pressure on a mechanical gauge, re-pinning and programming the ECU and changing the oil pressure sensor.

I would love to report that we fully resolved it, however it still evades a complete fix, oddly it has got better over the season though. Apart from that long term issue, and a battery failure early on the car has proven to be very reliable this year.

It's been a closer season between Dave and I with us having some very close battles, and ending up even on 7 wins at events each. Exactly the close competition that makes it worthwhile.

One of the things I like most about doing the HSA speed championship is the variety of events, mixing up both sprints, often pitting ourselves against the British Sprint competitors, and some fantastic hillclimb venues, often in beautiful settings. This is a round up of the hills we

visited this year.

The first hillclimb of the year for us, was a double header trip to Loton Park. For those unfamiliar with venue, I can't recommend it highly enough, set in a deer park near Shrewsbury, it is one of the most scenic places around.

The hill is challenging, approximately twice the distance of Wiscombe, it offers fast open bits, tight technical sections and a few unsited corners. It takes a bit of learning but rewards the challenge. We arrived on the Friday night, with a variable weather forecast, Dave thankfully bringing the Serena pub (an awning on the side of his van) with him to keep the Bristol Motor Club contingent of ourselves, Tom, Pekka and Mary dry. All of us, along with most competitors there were camping making it a lively place to be.

Saturday was dry in the morning, with heavy showers forecast in the afternoon, and boy did it deliver that. There is no other way to describe the rain other than biblical! Knowing that we had limited time that day we set about the practice runs. The midlands hills run the two practice and two timed format. The track was drying all morning and we were getting faster, although there were a few incidents with the slippery track, and one of our class competitors fell foul of an optimistic late braking point into triangle.

The first timed run was clearly going to be the only dry run all day, so we decided to see where we could get with it. Dave went first and put in an amazing run, 2 seconds faster than either of us had managed there, an awesome run at 50.02 where everything came together in the same run. I couldn't find an answer to it and lagged behind a couple of seconds, disappointing for me, but still a PB.

As I sat on the start line I was looking at filthy black clouds and lightning, I just got a dry run before the rain came. This brought about an unexpected result for Dave, taking FTD for the day, as it didn't dry up again. A great result, and very well deserved, FTD and a new class record.

Sunday was a brighter day, with little rain. It started damp but dried over the day. Luckily for me, it was a closer result, although neither of us could repeat the times of Saturday. We still managed first and second in class, and another PB for me.

The next hill for us was a visit to Prescott on the Sunday after DMS. We elected to miss the Saturday to compete at Castle Combe instead. Following the torrential rain at Castle Combe it was nice to see that we were likely have a dry day. The day didn't start well for me, I forgot my HANs device after drying my kit on the Saturday night, and still owe a massive thank you to Julie for bringing it

all of the way up for us to be able to compete.

I followed that with a brain fade on first practice, turning right into the shorter course rather than following the hill as I should – was this going to be one of those days? We spent the practices and timed on chipping away at the times, trying to head down to last seasons times, Dave getting there a bit quicker with a high 43 second run.

I knew on timed two that I would have to try and dig something out, Dave running first and putting in a strong 43.51. I sat on the line focusing on trying to get into the 43's, still languishing on a low 44. I ran up, faster than I had been up to that point with a good exit from Pardon, which is a bit of a nemesis corner for the radical as it is stiff, lifts a wheel and really struggles to get the power down there.

Through Esses with more commitment than I had previously and around Semi Circle. The timing screen is just at the top of the return road, and I was pretty happy with the run, but as I saw the screen, waiting for my time to appear, it came up, 43.51. Dave and I are often very close, but that's the first time we have ever got exactly the same time. It certainly foxed the commentator as he presented the awards, questioning two drivers, same car doing the same time. It

went Dave's way that time as he had a faster timed one run, but it didn't matter, to date our closest competition. Two different venues (Castle Combe and Prescott), two different weathers and over the whole weekend 0.06 seconds split us! The day finished off brilliantly with a pint in the sun watching the Midlands Hillclimb Championship run offs, a treat that made it a very memorable event.

Our next hill was a double header at Gurston Down on the August bank holiday weekend. It's a hill that splits our opinions, I like it, but it doesn't really do it for Dave. Saturday was a bit showery, but luckily our runs were dry. We couldn't quite get down to the times we managed the previous year, our tyres showing some signs of getting a bit tired.

I managed to squeak a win with a 32.45, Dave slightly behind on a 33.10. For a while it was looking like we might luck out on another FTD, but the track dried for the final runs, allowing the single seaters to go quicker again. You always need a bit of luck to take FTD with a radical.

Sunday was a dry day, with a good track. Dave came back on form with a much stronger performance. The class structures are really odd at Gurston, there were 5 radicals and 6 radical drivers there, but we were spread across 4 different classes, a real shame as it would have been a great opportunity to

have a battle in a larger class. As it was, we had to make do with checking out their times in the other classes. Dave and I were battling each other, but still holding our own against the other radicals.

As the day progressed it looked like a three way battle with Pete Steel, a competitor we catch up with at Goodwood and there. I put in a 32.56, with Dave returning a 32.40 to beat me. We had been discussing all day about whether a 31 was possible, with Pete sure it was, and he was right, delivering a 31.78 to take top radical honours that day.

The first weekend in September is always a visit to Wiscombe for the 5 clubs event. Following a wet 2022 we were hoping for a dry event. It turned out to be case and we were motivated to try and better our PB's of 38.29 and 38.20 respectively. With the new tarmac we were optimistic, however the tyres were getting to be decidedly secondhand by this point in the season.

The Saturday started off damp, but dried all day. We were running on our Pirelli ultras, but found that couldn't manage any better than a 39.67 for Dave and a 39.43 for myself. Michael was out for the first time in his radical and put in an excellent performance knocking huge chunks off from his first runs to his last. A great performance.

Sunday looked like a better day, and we made the decision to try running our Pirelli Supers. These work at higher temperature range, but were brand new. It was a bit of an experiment, but was a shot at getting back into the 38's. We started off well in practice and timed one, but were struggling to get below a 39. For timed two, I was up first and had psyched myself up for a quicker run and was determined that it really ought to be doing a 38.

I left the line and entered Wis fairly quickly but missed the apex leaving me running a bit wider than I wanted and much later on the gas. I think I had a bit of red mist then, and managed a clean run to the top, to put in a 38.55. Dave went out and also put in a 38, finishing with a 38.97. Another great weekend at Wiscombe with us taking first and second in class both days.

The final hill for us in 2023 was Shelsley Walsh at the Harvest Festival event. We wanted to enter both days, but unfortunately, it's a very popular event, and with HSA only being a championship class on Saturday we didn't get an entry for Sunday. This was Dave's first visit to Shelsley, as he was ill last year, leaving me to go with the Tom and Joe pit crew. The event was dry at the beginning of the day, with rain coming in in the afternoon. Dave started to bed himself into the hill. It's a place that looks fairly easy, but is actually really difficult to get quick times with very little margin for error. At timed one, I had the edge on Dave with a

30.31, but as always, you can't count your chickens at this point, Dave often has something up his sleeve. He was driving first and went out on timed two to put in a 30.34 which was a good step on from his previous run and definitely on pace. Unfortunately as he sat at the top, waiting to return the heavens opened, and I elected to call it a day at this point. We still had Anglesey and GWS to go and there was no chance of going quicker. Another close one.

So, in summary, we ended up with 8 hills, 8 first and second places in class (although maybe Gurston doesn't really count!), 1 FTD and some great weekends.

Thanks must go to Tom and Joe for helping out as pit crew at most events. Julie for the generous trip up to Prescott, Dave for putting up with me all season and everyone for letting us play.

If anyone is considering a new challenge for 2024 I can't recommend the HSA Speed enough, access to great venues and pretty much whatever mix of sprints and hills you want.

So what does 2024 hold, well in general more of the same, although we have plans for a special trip – more to come if it happens.

Simon Clemow

Drive-By

'Just a little bit more, and... there it is'.

Oh, hi everyone, I was just reminiscing about my daily routine of finding that particular day's harmonic sweet spot on my daily plod up and down the lovely M5.

Ooh er missis, the what? I hear literally nobody asking.

Okay, 'Harmonic Sweet Spot' may not actually be a real scientific thing and likely something created by my father a very long time ago and passed on to myself and my brother when we began our driving careers.

However, it does seem to have a level of credibility to it, allow me to explain.

What my father explained was that every car has a harmonic sweet spot when driving at a steady state speed, where all the mechanical componentry is working at their most harmonious and therefore giving the best driving experience and simultaneously reducing wear and tear.

And, remarkably, it does appear to work...

When you consider the myriad mechanical bits involved in making a car mobile, it does come across as a somewhat minor miracle that we retain all our fillings after every journey and is also a quiet tribute (ahem) to those NVH (Noise, Vibration, Harshness) engineers who daily beaver away making our lives more comfortable on our Sunday outing to visit the in-laws.

Just think for a second what is going on in our chariot of choice every time we make a journey. You have a number of pistons being propelled by explosive force within cylinders and who almost instantly reach great speeds before coming to an absolute and sudden stop and then immediately travelling at equally fierce velocity in the opposite direction, and repeated at goodness knows how many times a second. Unless, of course, you're driving a car with a Wankel rotary engine, in which case enjoy the sublime smoothness of its power delivery. And make sure you have a decent engine builder on speed dial...

Also working away inside your piston engine as it's providing the motive force to take you and your family to your chosen destination is a whopping great heavy crankshaft spinning away translating the ancillary motion of the pistons into the rotary motion needed by the rest of the drivetrain. Not to mention a load of

inlet and exhaust valves popping open and closed as dictated by a fast-spinning camshaft. Or two. Or more, perhaps, you lucky devil.

And oil and water pumps also doing their thing, with the water pump and other ancillaries like the alternator and air conditioning system compressor also requiring a drive belt or two usually attached to pulleys driven by the crankshaft.

And linking the crankshaft and camshaft (s)? Yep, a raft of gears and most probably a drivebelt or chain to transmit the necessary drive from one to the other. Phew.

And the mechanical cacophony is only just beginning!

Oh yes, the multitudinous mechanical thrashings taking place inside the engine are only providing the force needed to propel your vehicle of choice. You now need a veritable raft of other lumps of highly mobile metal to translate that force into actual motive action.

Attached to the engine will be a gearbox of some description, absolutely crammed with rotating shafts and gears and the like

and, for a manual gearbox, a rotating clutch assembly allowing you to connect and disconnect the drive as needed.

From the gearbag, a rotating drive shaft or two will take the force to whatever combination of wheels are driven in your car. And there's more...

To connect the driveshafts to the wheels you're going to need a differential and wheel hub assemblies to which brake discs and the heavy wheels complete with their tyres are bolted – all components also rotating at their individual design speeds.

And all these components not only rotate at their required speeds to perform both their individual and connected tasks, they also constantly change these speeds as dictated by you, the driver, to provide what you're trying to achieve at any given moment in your journey.

So, you see, even just a hundred metres from your house as you accelerate down the road your car is dealing with a humungous amount of mechanical thrashing that's constantly changing as your journey dictates.

However, when driving on a motorway at a constant speed, the mechanical maelstrom is operating at a reasonably steady state, and this is where my father's observation regarding a potential 'Harmonic Sweet Spot' may just make some actual sense. I've tried this, and I genuinely believe there's something to it.

I've been commuting regularly between my home in Yeovil and my office in Thornbury for the past two and half years and which is a 150-mile round trip taking about an hour on the motorway in the morning and an hour and a quarter or so for the evening return trip.

I've been using my motorway trips to see if a 'Harmonic Sweet Spot' may just be an actual thing and surprisingly, I think it is. My Modus Operandi is fairly simple, just accelerate onto the motorway, reach your preferred speed and then gently add or remove a few miles an hour to see if you can improve the general feel and noise of the car.

And guess what, I usually find just such a sweet spot! I imagine my dad didn't think about the additional effect of aerodynamics at certain speeds which also need to be factored in, but generally I do seem to find a speed that is genuinely smoother and quieter than just a mile an hour or so either side of my 'Harmonic Sweet Spot'.

The speed is different every time, presumably the result of local

atmospheric conditions on the aerodynamics and the slight variances which must be a factor of the operation of any such complicated piece of machinery.

You really can achieve a smoother journey when driving on a motorway and I would hazard a guess that most of us have experienced such a journey at some time without realising that what we had probably inadvertently stumbled into was the 'Harmonic Sweet Spot'.

Incredulous? Only one way to find out, try it for yourself!

Needless to say, a recent edition of one of my magazines that features classic aircraft has also perhaps provided a rather more extreme example of 'Harmonic Sweet Spot'.

The aeroplane in question being the slightly-more-than-famous Lockheed SR-71 'Blackbird', the record breaking highest/fastest manned reconnaissance aircraft ever to take to the skies and designed to belt through the skies at a speed and altitude that actually outruns any missiles being shot at you, and there have been over 800 attempts recorded, and all failed.

On a typical mission, it's 'Harmonic Sweet Spot' was? the SR-71's most economic mission profile was... Mach 3.2 (around 2,200mph) at an altitude of

80,000 feet, and it maintained this on...
MINIMUM afterburner.

And there were recorded instances where missions dictated that speed was increased to over Mach 3.5 and altitude exceeded 86,000 feet, or faster and higher than the official records for both attributed to the Blackbird. You get the feeling that there's probably a high level of being economic with the truth going on here.

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

Ruh's now nearly eighteen months old and has naturally progressed from puppy to adult dog food, which is what you would expect.

What we didn't expect however, was just what the dramatic effect this change of diet would have on our little chap's digestive system.

Want to share the moment and see where this is going? Just imagine yourself and your partner sat on the sofa in the evening and enjoying one of your favourite TV programmes and with your lovely lurcher crashed out between you. His head on your partner's lap of course because you never get to cuddle the pretty end of the beast but, ah, perfect. Or so you would think, and it mostly is. Right up to the point that, without any warning whatsoever, your nostrils and

eyes are suddenly assaulted by a smell so terrible that it's probably catalogued as a weapon of mass disruption by those secret squirrels working at Porton Down, oh dear God! And then again. And again...

Which now means the latest Harry Potteresque novel I find myself dwelling in is: 'Chris Dymock and the Fur-Coated Fart Monster'.

Chris Dymock



Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, the "Sign in to Bristol Motor Club" section is displayed. It includes a "Username" field with a prompt "You must enter a username" and a link "Forgotten your username/password?". There is also a "Password" field with a prompt "You must enter a password" and a link "Have a password reset token?". A "Sign In" button is present, along with a link "Problems logging on?". To the right, a "Not a member yet?" section encourages users to join, listing benefits and providing a "Register here" button. At the bottom, a small copyright notice and a privacy policy link are visible.

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

To Join BMC*:

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

NOTE:

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

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

If you agree please tick box ☐

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

DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

For further information email membership@bristolmc.org.uk

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

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

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

Security for your information

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

Your rights

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

You may make a complaint to the Information Commissioner.



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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 Aston Down (EMCOS)	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)		