

Magazine of **Bristol Motor Club**

Driving Mirror



July - August 2024



Dick Mayo Sprint

Inside: Kart based sprint car build - **Honda S800**

BSC - MX5s - Classic & Performance Parade - Drive-By

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Cover shot: Daniel Lewis (Trevor McMaster marshalling at the 2024 Dick Mayo Sprint)

Contents

- Page 4. **Chairman's Chat**
We're now sustainability accredited, oh and I'm standing down as Chairman.
- Page 6. **MX5 Challenge - Nick Angrave Edition**
Someone clearly hasn't read the script for their first season.
- Page 8. **Now for something completely different**
Ted Collett tackles a somewhat unorthodox route to building a sprint car.
- Page 17. **2024 Classic and Performance Parade**
134 come and join us for the day.
- Page 18. **Jim Gaisford at our parade**
Photographer Jim Gaisford shares some of his excellent work.
- Page 20. **Honda S800**
Tony Sighe takes this rare beast out at our Dick Mayo Sprint.
- Page 22. **moleracing - Still in with a chance**
Steve Miles continues to overcome significant challenges in the BSC.
- Page 26. **Daniel Lewis at the Dick Mayo Sprint**
Some more great work behind the lens.
- 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 October 2024.

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

Chairman's Chat



We did it, Motorsport UK have approved our Environmental Management System. Now the work begins.

I talked last time about sustainability and reducing our impact on the environment. I even got onto the subject of electric vehicles and alternative fuels and how great it would be if invited championships used them.

Which is true of course, that would all ultimately make a difference, just not necessarily the biggest difference for most of our events.

You see failing to absorb fully early results from using the Motorsport UK carbon calculator last year. For most of our events the majority of carbon is not produced from the 8-10mins of motorsport we offer. It's the 70miles on average each drove there in the first place.

So, for Sprints at least, we're not trying to solve an issue with the event itself, although every little helps of course, but more reduce the impact on the environment from competitors and everyone else getting to and from it. This

sheds a different light don't you think.

Clearly we still need to maintain focus on reducing the overall impact our events have, but also look for small wins everywhere we can.

That includes car sharing, discouraging the use of things like petrol and diesel powered generators whilst still encouraging the use of alternative fuels and EVs but I think also offsetting our overall impact by planting trees. If we can't stop generating carbon, maybe we need to do something to offset it.


On a different topic after 10 years in post I am standing down as Chairman at the end of this year to hand over the reigns to someone else. Although not the Chairman's role, I'd also like to hand over creation of the Mailchimp emails we use to communicate events etc.

So, two roles becoming available. I still plan to stay on as a Director and continue to lead on sustainability, editing this magazine and looking after the Classic and Performance Parade.

Matt Nichols

Revolution

August 2024

The official magazine of  motorsport uk

FIA WORLD KARTING RETURNS TO PFI

After seven years away, World Championship Karting
is back in the UK



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MX5 Challenge - Nick Angrave Edition

Nick Angrave scored his maiden victory in his first year in the Bristol Motor Club MX5 Challenge to take a superb victory overall in Round 6 at the wonderful Prescott Hillclimb.

Prescott Hillclimb

A sublime, 51.58 second run was almost 8/10's of a second quicker than our second placed car and knocked nearly 1.2 seconds off the record time for a challenge car up the Prescott Hill. A truly impressive day for Nick.

Nick beat three former and the current overall MX5 Challenge Champions with Dave Greenslade finishing second, Aaron Sharp third, Pekka Tulokas fourth and Ben Marshall fifth, all driving NC variants. Is Nicks's position at the top of the pack the shape of things to come on the MX5 Challenge?

Phil Oliver won Class A with a 53.59 second time which was only 7/100's of a second in front of James Hurford who is getting closer and closer to Phil as the season progresses. As with Nick in Class B, Phil's Class A time lowered the Class record up Prescott Hill as many in the field set Personal Best times.

Gurston Down Hillclimb

Round 7 of the Bristol Motor Club MX5

Challenge visited the Gurston Down Hillclimb venue in June for the first time in the championships history for our fourth and final Hillclimb of the season.

Congratulations to Nick Angrave who put in a fantastic time in the second timed run to bag all 25 points. The second run was key after a wet first timed run had initially throttled off times by a couple of seconds up the hill compared to practice.

That's Nick's second Hillclimb win this year which propels him to the top of the Overall Challenge and Class B. Second overall was a brilliant James Hurford in his NB variant in front of our double 2020/21 Challenge Champion in Pekka Tulokas.

James's second place overall also sees him win Class A in front of Steve Connor competing at his first MX5 Challenge Hillclimb and Andrew Ward who also debuts on a hill in the Challenge. With Nick and Pekka taking the top two places in Class B the final podium step was taken by an excellent drive by Chris Parr, well done Chris.

Dick Mayo Sprint

Nick Angrave scored a back to back, hat trick of wins at the 13th July Dick Mayo Sprint around Castle Combe. Having won at Prescott and Gurston the last two

times out, Nick arrived in fine form but could he turn his Hillclimb form into a Sprint win? The answer was an emphatic yes as he not only won but beat one of the Challenges greatest lap times set back in 2021 by Matt Parr. Nick is on fire.

Aaron Sharp came a brilliant second also getting really close to Matt's previous best time demonstrating there is lots of speed in this 2024 MX5 field.

Just to confuse everyone, 3rd was won by the excellent Phil Oliver but not in his MK2 MX5 but in his new MK3 which he premiered at todays Sprint. Phil now is probably the only competitor we've had who is scoring in every one of our classes in the Championship! Phil got quicker and quicker throughout the day

as he got used to his new set of wheels.

Class A for Mk1 and Mk2 MX5's was won by the super popular Steve Conner in front of Andrew Ward who also attracted a decent haul of points.

Nicks win cements his position at the top of the Overall Challenge and Class B having now scored at 6 rounds, the same as Phil. Aaron and Ben Marshall are up next having scored in 5 rounds each.

Next up we're back with an AutoSOLO at Bath MC's Kemble Summer AutoSOLO on the 4th August. The question is, which car is Phil going to bring.

Andy Thompson



DMS - Bonnets raised for Scrutineering (Picture Credit: Daniel Lewis)

Now for something completely different

Here follows a tale of sad delusion following a possibly flawed decision to plough a lone furrow to slake a dangerous addiction called motorsport.

First a little background. I've grown up around car and motorcycle racing from a young spectator, I saw one of the BMCLCC inaugural meetings at Lulsgate Airport, through to Formula Student Judge via marshalling and scrutineering.

Trouble is I've always wanted to compete, so, late in life I did a few kart races, with limited success. In addition, it was difficult to persuade someone else to come along to help push start me and then stand back exhausted while I drove off to have fun.

So, by the time I was homing in on retirement the thought of hillclimbs and sprints began to appeal. Nobody else on the track and if I used self-starting engines no need to drag a protesting helper along.

Then, along came retirement from the Design Office at Filton in 2004. From this position of competitive virginity came what may have been the start of a series of decisions made from a position of what I thought was much experience but

was possibly in fact great ignorance.

After a bit of searching around I came to the conclusion that I couldn't afford to buy a competitive car, particularly a single seater which my inner Jim Clark told me was desirable.

So first decision was to build my own. Many years in the aircraft engine and airframe industry, plus the aforementioned motorsport hobbies, had given me the, maybe misplaced, confidence burnished by conceit, that I could not only build my own but design it as well.

How would I do this? Pirate copies of 3D Autocad plus about a year of self-teaching provided the solution.

Financial realities now kicked in, so I went back to Filton as a contract designer for a year, By this means I earned as much in 2/3 days a week as I had previously done in a week. Why didn't I do it before ?!!!

Design criteria, cheap, lightweight, simple, powerful and low. Shouts kart doesn't it, or that's what I thought. I was additionally attracted to karts due to their success against more powerful machinery in the Channel Island Hillclimbs where they were allowed to compete without any minimum



The design criteria was cheap, lightweight, simple, powerful and low

wheelbase restrictions.

Another, perhaps largely ignored avenue, is the old Formula Vee racing. Where despite having to utilise very unpromising components, namely VW rear swing axles for one, surprisingly high levels of adhesion were achieved by the simple expedient of pursuing very low centres of gravity.

At this point I'll hesitantly introduce a bit of my own cod handling theory also known as unsubstantiated guesswork. I know, it can be high slumber factor stuff.

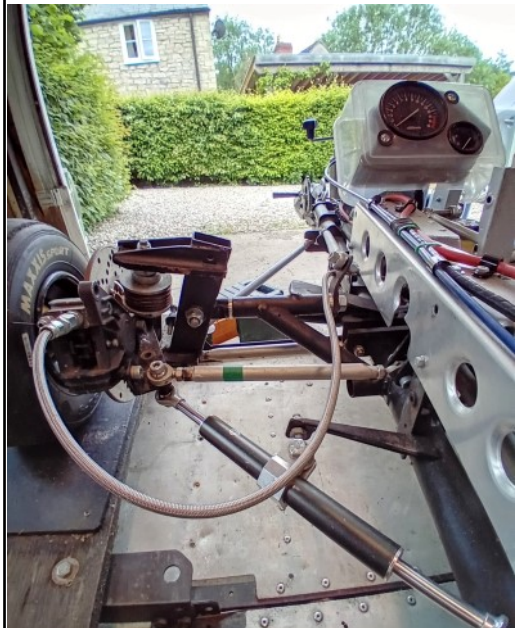
Kart nimble manoeuvring is achieved by two means :- unconventional steering geometry and chassis flex.

First the steering geometry. For a start use high caster angles so when the steering is turned the inner wheel tries to descend sharply while the outer wheel rises thus tending lean the front of the kart outwards. This tends to want to lift the inside rear wheel thus negating the grip of the inner rear wheel and reducing the horrendous understeer effect of having no differential. You've turned your car into a three wheeler !

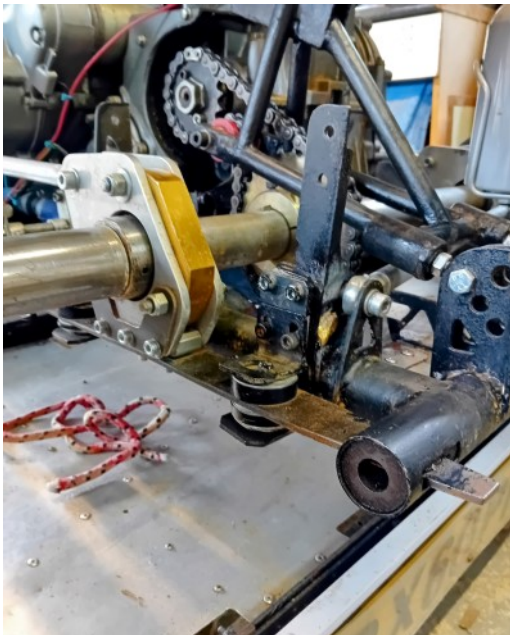
Now the other obvious thing about kart front wheels is the huge offset. Offset is the distance from, the point where a line down through the kingpin (or outer wishbone pivots) strikes the floor, to the centre point of the underside of the tyre on the floor. Conventional racing cars try

to minimise this by burying the wishbone pivots and brake discs deep into the wheel. If you turn the steering on high offset geometry wheels you will change the wheelbase on each side decreasing it on the inside of the corner and lengthening it on the outside quite markedly.

Now coupled with the high caster angle and chassis flexure the effect is that the car is now distorted such that the wheels appear to be on the surface of a very shallow cone, with the inner wheels higher up the slope and performing a lower radius curve. It may be easier to envisage it as the wheels have been distorted as though it were going around an adverse camber corner. Thus causing the car to corner with great alacrity. I hope.



Sliding pillar front suspension



Leaf springs on the rear

Ok lesson over, you can stop yawning and let's get back down to the construction.

Utilising kart wheels, disc brakes, front and rear axles enabled keeping the centre of gravity very low when compared to other more conventional single seaters with standard wheel sizes. No differential would also save weight and simplify. Chapman mantra.

In order to keep the component count down for reduced weight and continuing the theme of very low cg, a decision was made to use sliding pillar front suspension, as per Morgan and Lancia, damped by urethane bushes within the front suspension wave springs. All

incorporated within a pivotable yoke adjustable for both camber and caster.

At the rear, similarly low slung, are leaf springs damped in the upward direction by urethane bump stops. Droop is kept to a minimum, restricted by thin urethane washers to absorb a bit of shock.

In a conventional racing car a near vertical steering wheel, positioned to clear the drivers legs, connects with a near horizontal steering column to a high level rack in line with a conventional top wishbone. As a consequence the instrument panel is also raised, by necessity, above or around the steering column.



Steering wheel akin to a London bus

By contrast this steering mechanism, although at first exhibiting all the aesthetic qualities of a London bus is also designed (yes really) with a much lower cg in mind. The steering wheel is at a shallow angle above the horizontal, similar to the old front engine Indy Roadsters, the column goes down slightly forward of the vertical with links at the bottom dividing the actuation either side to two forward running shafts, below the level of the drivers legs. Links on the forward end of the shafts connect to the front wheels below the level of the stub axle.

The instrument panel has been sited low down forward of the drivers feet and brake master cylinders in line of sight. A sort of mechanical “head up display”, (probably the only concession to modernity) hence a much lower bonnet line.



Rudimentary 'Head-Up' display



Roll cage involved 'serious' bracketry

Moving on. The Chassis. Kart type two rail chassis with flexibility, to achieve vertical wheel movement and hence maximum adhesion and cornering power, without any suspension. This is unlike the holy grail of modern racing car design where maximum chassis stiffness is king, achieved by high cross sectional area chassis with all vertical movement and camber control dictated by widely spaced suspension links both vertically and horizontally.

Perversely, probably because I come from Somerset, I wanted to use a kart style chassis with low twin rail chassis to minimise weight and keep everything low.

However the Blue Book dictates that minimum wheelbase should be 6ft or metric equivalent, feet must be behind the front axle centreline, sprung suspension is required as is a substantial rollbar. All of these criteria were met with an engineering compromise, loose term for a fudge. Twin rail chassis front to back with upper rails providing some level of side protection in the cockpit area with the rollbar cage providing cross stiffness to the upper rails through substantial bracketry.

Flying controls are two pedals and a hand operated clutch mounted on an external gearlever. Very 1920s. Grasping the clutch lever and gearlever together and moving them fore or aft selecting the next gear.



Combined gearlever and clutch

Steering is 90degrees lock to lock, very direct, just don't sneeze at high speed, while MiniMoto dampers on the steering links lessen any trembling from road surface or driver. Despite doing a small amount of karting, admittedly over 30 years ago, I haven't found it as easy as expected adapting to two pedal control. Tending to stamp heavily on the brake when wanting to operate the clutch during gearchanging, leading to a few attacks of high sphincter resonance.

And now the engine. Motorcycle of course. All aluminium overhead cam high output per litre, low weight, unit construction, sequential gearbox. What's not to like! The last point I regard as a dubious advantage, coveting the ability to jump more than one gear at a time. Competition classes exist for which these engines would slot straight in. I choose 600cc. Start small.

Looking around I found Barton Motors in Bath were selling off 400cc Kawasaki ZZR engines cheap about 1/2 the price of a good 600cc. Only the 600cc was marketed over here I believe the 400 was limited to the Japanese market.

In Japan stricter emission laws meant that bikes were being scrapped after 3-4years so in a crafty move Barton imported 400s to use the common components of the frames and panelling as spares for over excited Brits who were bending their 600s. This meant the 400 engines were surplus to requirements. As you have no

doubt gathered, or will as this story progresses, I'm a bit of a cheapskate. So I bought a 400 knowing that maybe at a later date a 600 could be slotted straight in, because all the mounting points are the same.

In order to keep a short wheelbase I have rather crammed the engine in giving very little space for the exhaust or intake systems. I've made up the exhaust to exit either side through two Ducati silencers without keeping to the same acoustic pipe lengths as the bike, causing much sucking of teeth among the dispensers of the gospels. Similarly, the rear support to the rollbar prevents a full airbox, as per the bike, being used. Equally offending the purists. They seem to have a point. After trying open carbs, a reduced size sealed airbox markedly improved the slow



Sealed airbox improved response

running and throttle response.

A 250cc KTM Moto Cross radiator, about 1/3 the size of the Kawasaki article, was selected to reduce weight and on the basis that running times at max output would be very short on Hillclimbs and sprints. This is mounted on the right hand side of the car outside of the bodywork about level with the driver's shoulder. However, running up the engine one day I did let it go on too long with no cooling air through the fins. The thermostat blew and the resulting spray of steam and water vapour turned the inside of the garage into something resembling the Eden Project Tropical Dome.

The fuel tank, a modified aluminium camping saucepan (I said I was a bit of a cheapskate) has been a bit of a disappointment, I initially placed it on rubber mounts on the floorpan behind the driver. The fuel was lifted to the carbs via a Facet pump with a by-pass line to bleed away any excess. I couldn't get this to work, flooding the carbs. I didn't have the patience to spend the time to sort this out so have resited the tank above the engine feeding the carbs now by gravity, as per bike. Not ideal from the centre of gravity aspect. Noted down under must do better, later.

The electrics are an adaptation and simplification of the motorcycle's, but which motorcycle? My Haynes manual, only available for 600s gives circuits for



Fore mounted battery evens up weight

US and Canada models, and, UK and Europe models. No Japanese, remember this is a dark grey import. Initially the unnecessary circuits were junked, lamps, horn and indicators. New switching systems replaced the handlebar operated items. Then a unique circuit was devised with a lot of hopeful intuition and finger crossing. The motorcycle ECU, Rectifier and Junction Box were mounted together in two joined together plastic sandwich boxes (cheap damp protection) and sited low down beneath the driver's thighs under a perforated aluminium sheet which also acts as part of the seat.

The battery, sealed in another plastic sandwich box, sits at the front of the car to even up the weight distribution a little. It is ahead of the forward mounted

instrument binnacle, brake master cylinders and the driver's feet. All the upper bodywork and floor panels are in flat sheets of aluminium alloy because I haven't the fabrication skills to produce double curvatures.

So, build finished or so I thought at the time, time to obtain a Vehicle Passport from Motorsport UK. The advice I would give to anyone having to do the same is go direct to the headquarters at Bicester rather than use the local Technical Scrutineers.

The local guys are great and can tell you what is acceptable or not, but, in my experience, are a little reluctant to make suggestions for remedies. Understandably so, because some could try to hold them to a suggestion that later might be turned down by head office. Also don't forget the 3B's "Bullshit Baffles Brains".

I hadn't painted the chassis when I had it assessed locally. I don't think it helped. The headquarters guys were brilliant, very helpful and didn't seem to care that I was a minnow compared with much larger professional manufacturing fish in their pond.

Nothing left but to try it out. Initial shakedown were done at a local business park on a disused airfield throwing up the following problems :- high understeer, poor lock and poor carburation. The understeer and poor

lock were reduced by increasing link lengths on the steering mechanism, more caster and much lower tyre pressures. To aid manoeuvring in small spaces I have made up a detachable dolly wheel at the rear.

Carburation was improved by fitting the airbox. However clean running seems to be restricted to quite a narrow high temperature window. Consequently I'm slightly concerned about the time when sitting in a queue at the exit from the paddock, waiting to go out and make a spectacle of myself. I don't want the temperature to drop too much versus not wanting to overheat before it's my turn.

A higher temperature thermostat might help. If not, then fitting the complete radiator unit with temperature operated fan from the motorcycle would probably cure this at the penalty of increased

weight. However further short run checks revealed serious deficiencies in the size of the drivers testicles. Advancing years have dimmed my skills to the point that it all seems a bit too quick and sensitive for me. Life preservation instincts seem to have increased in direct proportion to age.

There we have it. If anyone would like to buy it, make me an offer. If anyone would like to try it and tell me either, it's great, has potential or, send it to the knackers yard, let me know. If there is no response to either then maybe I'll have to take some little blue pills and stiffen my resolve and do it myself.

Dedicated to the myriad of unfulfilled daydreamers, I know where you are coming from.

Ted Collett



2024 Classic and Performance Parade

On the day after the Dick Mayo Sprint one hundred and thirty four classic and performance cars descended onto Castle Combe Circuit, ninety five of whom had been before. Better still everyone seemed to enjoy themselves.

This event definitely falls left of centre in terms of what we do. A non-competitive parade that began life in 2011 as part of our centenary celebrations.

Originally known as the Family and Sportscar Day aimed at club members as a day 2 of motorsport fun at Castle Combe Circuit. The event has evolved regularly enjoying loyal support from the Morgan Three Wheeler Club (M3W) Jaguar XK Car Club (XKCC) Aston Martin Owners Club (AMOC) Cobra Club and Wiltshire chapter of the TVR Car Club.

Incredible therefore that we reached the number of entries we did without the XKCC this year who had an anniversary celebration planned elsewhere on the same day. They made the point not to be forgotten next year.

With most opting for the optional parade laps and previously not putting a limit on entries we think that 150 is about the

maximum we should allow. Equating to 4 -5 parade laps groups each with three runs of two laps throughout the day (one AM and two PM).

Weather dependent in many ways (classics don't always leave the garage in the rain) this year saw the sun shine and pretty much everyone turn up. Blessed with good weather the paddock seemed adorned with some beautiful cars and happy smiling people.

To stay within Motorsport UK guidelines we have had to tighten up on a few things, particularly passengers where both age and height restrictions apply. Twelve being the youngest. Also no-one without a driving license can sit behind the wheel which means our juniors can't drive unfortunately.

Shame in many ways, but there are the rules. On the plus side we as organisers can 'observe' within our own cars by joining a parade group. I drove Dave G's mighty little Suzuki 660 and the Greenslade/ Sunshine MX5 Challenge car. Both a delight for different reasons.

Thanks very much to everyone who helped, it made the day an absolute joy.

Matt Nichols

Jim Gaisford at our parade





Honda S800

I entered a very rare Honda S800 into the Dick Mayo Sprint recently. It's the first time an S800 has been seen out competing since the 1990s (over 25 years).

The car in question was a well known 1967 mkI S800 Coupe race car that raced throughout the 1980s and 1990s with the HSCC and the 750 Motor Club in the hands of 3 different drivers over that period. It also had a go at rallying in the mid 1990s.

With only 791cc and 70bhp, it wasn't the

fastest car in the event but certainly one of the highest revving at over 10,000 revs from a 4 cylinder engine. It has a roller bearing crankshaft to allow these high revs, and carries over the motor bike knowledge that Honda had in the late 1960s. It also features twin overhead camshafts and four motor bike style small carburettors that need regular attention.

The car had been laid up for the last 20 plus years at the back of a large dry workshop. I've restored and rebuilt many S800s over the years including a bit of racing them in the 80s and 90s. I was offered the car and decided to get it back on the track where it belongs.



Rare Honda S800 not seen in competition for 25 years



On the startline at the Dick Mayo Sprint (Picture: Daniel Lewis)

Sprinting has proved to be a good, safe way to shake the car down and get it back up to pace. The rigorous scrutineering has helped ensure the latest safety regulations are being met. The opportunity to openly time the laps and push hard has helped flush out weaknesses in the car to be addressed whilst not having to worry about the antics of any other cars on the circuit.

The car also did a sprint at Goodwood recently where a lack of top speed was very evident on the fast flowing circuit (now being fixed). I've enjoyed sprinting so far, and you'll see me and the little

Honda out again soon. Being bright green, it's not too hard to miss and gets lots of affection from people that see it.

I'm hoping it will be racing at the Castle Combe Autumn Classic in the HSCC Historic Road Sports championship on 21st September. Come and say hi if you're there.

Tony Sighe

moleracing - Still in with a shout

It was good to return to Mallory again after the troubles I had in March, albeit nothing that held me back on track, just starting, idling and getting round the paddock. The car was in a good place, with freshly cleaned tyres, well set up and checked over, even had time for deploying the Shag Shine special vinyl wrap polish.

Mallory Park

Dry hot and sunny day, so no weather issues and Martin came to help out and make sure everything was done up tightly and correct! We had a good turnout in the British class and as usual Pete and Graham in the Ecoboosts set the pace in practice.

Both John Loudon and Steve Brown had been forced to have new engines after the last outings but were back in business. After his Pembrey accident, Steve Broughton had new brake discs and bells designed and machined, but only arriving the day before it was an extremely busy day building then setting up the car before heading from Surrey to Leicestershire at 4.30am on race day! He didn't feature in practice as he was bedding the brakes in that run.

Steve did have an impact on the qualifying

run however, as he forgot how many laps he should have done and instead of pulling off after the 2nd, went round for a third and this mucked up the timing sequence for the next 4 cars or so. They were given times from practice to determine the qualification for run off positions. "Three Laps Broughton" was looking a little sheepish and blamed it on the early start!

I made a committed run, working on a couple of specific points and was pleased to take nearly 2 secs off my PB to set a 2 litre record time for a bonus point. My 'up to 2 litre' class opposition Steve Brown had a fuel pump issue and retired – still at least he left the meeting with his



Mallory Paddock during the day

engine OK this meeting.

It was a slow day due to the 125 car field taking 2.5 hours to run and we didn't think there would be anything more than a single run off due to this, which proved the case. So, with best tyres on we took to the startline mid afternoon. Pete was first away and set a stormer to take the win and 25 points, although not inside the 'EcoBoost' class record.

Fastest qualifier Graham Blackwell was next away and looking at his videos after the event was really flying around Gerrards bend and the back straight. Perhaps this was his undoing as he couldn't shrug enough speed off to turn into the Edwina's chicane and ran deep and went off into the tyre wall. I arrived at the same corner circa 130mph and was greeted with red flags and slowed to a comfortable speed and turned left to find Graham in the wall.

Due to the nearest manned marshal posts being quite a way away, I made the decision to quickly get out and see if there was anything I could do. He was out of the car and clearly in a lot of pain, but some reassurance and attempts to not make him move and switch off the car was all I could do until medical assistance arrived so I drove back to the paddock to a nice round of applause from all the officials and support teams by the incident. Graham is having a few



Kirkistown at sunset

events off and sustained a lot of pain and bruising but will live for another day and £5k or so should sort the front wing out we are told.

I made my way to the back of the British queue to take my run some 30 mins later. I thought I pushed harder, but if I'm honest my head wasn't quite in it having seen the crash and impact of it on Graham up close and I was 1.5 secs slower than my qualifying time. Steve '3 laps' and John Loudon moved ahead of me and I was 4th.

Lydden Hill

Based on past results I had high hopes of a decent result at this Kent Circuit without Graham being present, but I struggled all day and couldn't get within 3 seconds of my PB and only managed two 6th places which will be dropped scores. Others found it similar, but this didn't stop Chris Jones who took both run off wins and FTD in his 1 litre Force.

The next few weeks were eventful – a short holiday in the French alps for high level walking, then our red Fiat 500 was stolen from outside our house and another stolen red Fiat 500 left in its place, then photography for the England touch rugby team at the world cup followed by a week's photography at Silverstone for Formula student and then I got covid for the first time!

Kirkistown, Northern Ireland

A quick turnaround and then off on the 22hour round trip to Northern Ireland for the usual warm welcome for the Irish

and Northern Irish drivers – they do make us feel very welcome. The crossing was a little rougher than I would have liked after the gale warning that was issued the previous day – at least I wasn't on an earlier crossing.

Practice was OK, and I improved by 5 seconds on the qualifying run and switched to the best tyres for a committed run to try and secure at least 2nd place. The first lap was good and based on the splits I was a few tenths behind Pete – the eventual winner, the next half a lap went well and I accelerated towards the chicane and lightly touched the brakes and turned right to the apex kerb at around 80mph.

For some reason the car turned in further right than I expected and I found myself on the top of the kerb, but then it carried turning right and I was frantically trying to scrub off speed, whilst travelling at 90 degrees to the track on the grass



Kirkistown - Mid-crash following a sudden and rapid rear tyre deflation

with the tyre wall flashing past the nose of the car. I did manage to stop without impacting the wall and was very relieved to step out of the car in one piece and without significant damage.

What happened? It turns out from photos taken before and after the corner that the lower right rear suspension swivel pin had sheared and dropped. This was then machining a groove in the wheel rim and at the corner the tyre rapidly deflated as the rim gave way. Hence no rear grip.

The marshals couldn't push or tow the car as it was beached on the floor. A lift was needed to get the car off the circuit. It led to a delay as the telehandler was in a barn, the keys to the barn had to be found and then it wouldn't start, but eventually I was recovered and the meeting continued, but albeit in slight drizzle now. Pete took both wins that day – I cracked open a beer and thanked my lucky stars it wasn't worse.

Graham Porrett kindly offered me a drive in his Mygale Ecoboost for the following day, and after finding two cushions I got comfortable and enjoyed gently driving round to come last and 7th in the first run off that Pete won again, but in the wet second run I was pleased to be 4th – after Pete withdrew due to a suspension bracket failure before the run and Graham Harden came off in his radical lightly brushing the armco. John Loudon won the run off and seasons best finishes from Simon Wallis in 2nd and Graham

The lower right rear suspension swivel pin had sheared and dropped. This was then machining a groove in the wheel rim and at the corner the tyre rapidly deflated as the rim gave way. Hence no rear grip.

Porrett in 3rd meant a lot of happy faces as we packed away in the rain and made the dash to the ferry.

On the way home the following day I managed to obtain the only spare suspension bolt in the country at Medina spares in Clitheroe – so sort of enroute and then on to Force racing wheels in Bradford to purchase a new inner rim.

On the Wednesday more frantic action to strip the hub and get it to Thunder Engineering in Leics for them to extract the broken stud and put in the new one. David Drew garages removed the tyre off the rim and then I rebuilt the rim for them to refit the following day. So as of 3 days after arriving home the car is almost rebuilt in time for Llandow next weekend and I had time for a relaxing holiday weekend with friends.

I'm hoping the failed component was part of the lack of performance at Lydden and things can get better. I think the championship is out of reach, but 2nd would be a great result, but never say never.

Steve Miles

Daniel Lewis at the Dick Mayo Sprint





Drive-By

“Are you now, or have you ever been, a fan of building with Lego?”

Apologies for the McCarthyesque nature of my opening line, but recently I’ve reached a point of utter exasperation, and have now arrived at a dreadful conclusion that we need to urgently introduce extreme measures if we’re to avoid the collapse of human civilisation as we know it!

Allow me to share my observations with you.

What do the following have in common? SUVs, most small, medium and large current cars, and modern architecture.

Yep, you guessed it (probably: I’m giving benefit of the doubt here that I’m discussing my innermost fears with cultured and intelligent people), all of my list is, well, evidently the product of lazy design involving nothing more than a straight edge and devoid of anything that might actually resemble harmonious style. There, I’ve said it, and tell me I’m wrong? No, didn’t think so.

Over the past decade or two, cars and architecture appear to have both been hijacked by designers that have

apparently eschewed anything resembling curves or universally accepted ideas of what is properly harmonious to the human eye, and we’ve been slowly inundated with creations that would befit the mindset of a five-year old child.

Or maybe we’re the recipients of a form of brainwashing, given the fuss designers make should anybody be crass enough to attempt to call them out - a present-day case of The Emperor’s New Clothes, perhaps?

If we’re considering cars, a study of history quickly yields such jaw-droppingly delicious creations as the Bugatti type 35, the 1930 ‘Blue Train’ Bentley, AC Cobra, Ferrari 250 GT and 250 GTO, Ford GT40, Lamborghini Miura, Porsche 718 RS and 1973 Porsche 911 RS, to name but a few of innumerable fabulous cars created during a century of human endeavour by incredibly talented people who were unafraid to draw a shape that spoke to us in a natural and most profound manner and got our pulses racing. And nature does not build in straight lines...

I’ve become increasingly dismayed at the amount of unattractive or actually very ugly cars and buildings that are now increasingly ever present in our nation and, frankly, cannot believe that it’s

purely born of necessity due to current regulations and legislation, or even budgetary considerations given the multi-millions spent on any new car model.

No, with cars it can only be lazy design sold to us as ‘the latest modern trend’ despite there actually being very little evident time spent on design and the use of far too many straight lines which has seen a veritable ocean of anonymous blandmobiles clogging up the nation’s automotive arteries and undoubtably providing a cure for insomnia in the fruitless quest to see anything of interest every time you’re struck in a traffic jam.

And buildings? Okay, yes, to an extent straight lines are a bit of must for most buildings, but just watch any of the TV programmes on modern buildings and you are regaled at length by a presenter banging on about how wonderful this or that building is despite it resembling nothing more interesting than some bland square boxes stacked on top of each other, usually at odd angles and finished internally with ‘polished concrete’, yuk.

Really? Because the nation is full of incredibly attractive buildings and bar a very few exceptional modern creations, they are all based in some measure on the Golden Ratio (look it up) and a set of architectural memes that have been

honed over millennia, hence the continued use to this day of classical Corinthian, Doric and Ionian columns to name just one item of architectural detail available to create a building that can be both modern in construction and still be a positive joy to behold.

As a point in fact, a recent housing development in Yeovil has apartment blocks designed in a classical Georgian style and I must say that they are standout attractive compared with other local apartment blocks, some of which would appear to have been designed to post-war soviet plans and that lift the soul about as much as a visit to your local tax office.

Enough is enough. If we’re to turn the tide of this insidious assault on our inner wellbeing we must immediately introduce the most stringent screening of any person who is looking to pursue a career in architecture or automotive design, and it should begin with the question “Are you now, or have you ever been, a fan of building with Lego?”

Should any budding designer answer the above in the affirmative, they should immediately be subject to a lifetime exclusion and sent to pursue such career options as sugar cube designer or Amazon packaging specialist, absolutely

anything other than being let loose on the cars we drive or the buildings that grace the streets of our fair nation. Sorted.

In recent sad news, in my previous Drive By article I mentioned the measurement system used by my friend, Steve, a lifelong biker who always calculated the volume of car boots by the, always disconcerting, method of the number of bodies they could accommodate (my new Merc being graced with a three-body boot according to Steve) and a system that I never once queried cos, you know...

Anyway, my friend Steve passed away suddenly at the end of June, and I shall miss his humour, endless patience and wisdom, a true gentleman to all who knew him (well, to those who hadn't annoyed him, because if you had Steve on your case, you truly had somebody on your case...). RIP Steve, ride free my friend.

Finally, I thought you might like another absolute gem from the Yeovil Council Road Signs Department indicating just what the town thinks of the supporters of visiting competitors. Priceless!

Chris Dymock





Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website's login interface. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The club's logo and name 'Bristol Motor Club' are prominently displayed, with the tagline 'Promoting club motorsport since 1911'. The main heading is 'Sign in to Bristol Motor Club'. Below this, there are two input fields: 'Username' and 'Password'. The 'Username' field has a red border and a warning message: 'You must enter a username' with a link 'Forgotten your username/password?'. The 'Password' field also has a red border and a warning message: 'You must enter a password' with a link 'Have a password reset token?'. A blue 'Sign In' button is positioned below the password field, with a link 'Problems logging on?' next to it. To the right of the login fields, there is a section titled 'Not a member yet?' with a green 'Register here' button. Below the login section, a note states: 'Note by signing in, you agree to our Terms & Conditions.' At the bottom of the page, there is a small copyright notice: 'Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by myClubhouse® - Online Club Membership Administration Software For Clubs - Management Version 5.12.15.1477-201 PAGE'.

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

To Join BMC*:

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

NOTE:

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

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

Full Member	First name	Surname	
	Email		
Associate member	First name	Surname	
	Email		
Address			
			Postcode
Main phone		Alternative	
Have you previously been a member of Bristol Motor Club?	YES / NO	Membership No(s)	
Do you wish to receive the club magazine, <i>Driving Mirror</i> , by post? <small>(Delete as appropriate)</small>			YES / NO
Full membership	<i>tick boxes that apply y)</i>		£ 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 <i>(Full Member; and Associate if applicable)</i>	Date
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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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Mobile
Mechanic*

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Service, Maintenance, Repairs
and Tuning of
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Adrian@ClassicCarMaintenance.co.uk

Date	Event	MX5s	Bristol Speed
TBC	Winter NavScatter (BMC)		
Sunday 19 March	Clay Pigeon Sprint (BDCC)	Yes	
Sunday 7 April	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 14 April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 28 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 7 May	AGM & Hot Buffet (BMC)		
Sunday 8 June	Llandow Sprint (BMC/ BPMC)		Yes
Sunday 9 June	Prescott (Bugatti Owners Club)	Yes	
Sunday 7 July	Gurston Hillclimb	Yes	
Saturday 13 July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 14 July	Classic&Performance Parade(BMC)		
Sunday 4 August	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 17 August	Llandow Sprint (BMC/ BPMC)	Yes	Yes
Sunday 1 September	Kemble AutoSOLO (DDMC)	Yes	
Saturday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 8 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Saturday 12 October	Great Western Sprint (BMC)	Yes	Yes
Friday 25 October	Autumn NavScatter (BMC)		
Sunday 10 November	Fedden Sporting Car Trial (BMC)		
Sunday 26 November	Allen Classic Trial (BMC)		
Tuesday 3 December	General Meeting & Buffet (BMC)		