

Magazine of **Bristol Motor Club**

# Driving Mirror



September - October 2024



Punching...

BSC Season Finale - **MX5 Rookie Year** - Jill Hemmings  
600Hp Hyundai - **Llandow & Kemble** - Drive-By

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Cover shot: Tony Smith (Matt Parr at the August Llandow Sprint)

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The next Driving Mirror deadline is  
Friday 6th December 2024.

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

# Chairman's Chat



**A**s our sealed surface season comes to an end and just before we don our wellies and stand on or drive up a hill, I wanted to reflect on where we are as a club.

Like any club, we're no different in relying massively on relatively few individuals to do a lot of the work. Some of whom are even older than me, which gives you an idea where things might be heading. So, we're strong in that we have those people, but exposed in some areas in identifying who might take over from them if we are to continue to enjoy the same level of success. Could you step up?

In terms of venues, circuits are relatively easy, with Combe on the doorstep and Llandow an hour over the bridge. Trials on the other hand are challenging meaning a land purchase or partnering with a local farmer will be essential in securing a way forwards. Interestingly many farmers are committing land to the governments Countryside Stewardship Scheme which is monitored by satellite no less. Tyre tracks of course being easy to spot from the sky.

AutoSOLO venues are proving very tricky

indeed. Somewhere big enough and available at reasonable cost is just not at all easy to find. I suspect AutoSOLO not being favoured by many from making noise on the day, to leaving tyre marks behind after. The distinction between an organised event and youths messing about in a car park is for many hard to see.

What about the positives. In my tenure I've enjoyed a stable committee and those relatively few committed members. We have also seen stronger and stronger responses to marshalling requests, which is really appreciated. I also like the fact we have social events in our calendar now which always fill fast. And that we have emerging stars behind the wheel, Fiesta ST and MX5 seats being filled by some very quick drivers indeed. The MX5's bring new blood into the club and our youth population is growing both of which is great to see.

Looking forwards we need Trials and an AutoSOLO venue and more members to step up and run events, or at least take on bigger roles within the club. It's a big ask and time is always precious, but as they say, if you want something done ask a busy person to do it. They will always find a way.

*Matt Nichols*

# Jill Hemmings

## (1944 - 2024)

Here at Bristol Motor Club we were saddened to hear of the passing of Jill Hemmings, with club members attending services held in memory at Frenchay Parish Church and Westerleigh Crematorium on Friday 30th August.

Jill's childhood was spent on a farm in Wales which she bravely left at a tender age to embark on a new career in London, a massive leap at the time, particularly given Jill's traditional Welsh farming background and relatively young age.

Arguably most relevant to the club was part of the story of Jill's marriage to Paul Hemmings, who we sadly lost in 2021. The couple were both actively involved in club motorsport up and down the country whether competing, spectating or helping out.

In fact getting involved was one Jill's greatest attributes, she didn't hold back and got stuck in, being Club Membership Secretary at one point as well as more recently looking after the club's merchandise.

Jill wasn't one to sit on the sidelines either and competed in road rallies with husband Paul which resulted in at least one instance of rolling the car during an event whilst behind the wheel. Not afraid to push on a bit then as well.

Jill will be sadly missed and we pass on our thoughts and wishes to her daughter Louise and the rest of the family.



# MX5 Challenge - A rookie eyes view

**In the Christmas holidays of 2023, I joined the Bristol Motor Club with a vague idea of doing something motorsport-related. I'd done a few track days and some club 100 karting years ago, but competitive motorsport was a foreign land to me.**

Joining the club was a way to figure out what events I could get involved with if I bought a 'fun' car. At my first club night, I was quickly welcomed by Phil and James. Well, "welcomed" might be an understatement—more like "accosted," in the best way possible. Within a few weeks of chatting with them, I found myself scouring AutoTrader for a clean Mazda MX-5 NC 2.0. Before I knew it, I was officially hunting for my first proper race car.

The first taste of the MX-5 community came when I shared the ad for my prospective new car in the WhatsApp group. Not being much of a mechanical enthusiast, I asked the group for advice, and within no time, I had my new friends Pekka and Huw volunteering to come and inspect the car for me.

I couldn't have asked for better support – two genuine legends who helped me avoid any rookie mistakes from day one. From then on, the WhatsApp group became an indispensable resource

throughout the year. Whether it was car parts, administrative questions, or endless other things that could apparently be answered by "reading the regs" (whatever they are). It was the lifeline I didn't know I needed.

The competition kicked off with my first race, and it quickly became clear how tight-knit the Mazda MX-5 crew is. Despite it being a fiercely competitive class, there's a sense of camaraderie and mutual support that made every event something to look forward to. I vividly remember arriving at my first round, only to realise I'd forgotten a key part of my kit.

Reigning champ Ben swooped in to save the day, ensuring I could still race. Paul then got out of his car on the start line to remind me to switch my aircon and traction control off and talk me through how it all actually works. Moments like this became the theme of the year, with everyone in the championship genuinely wanting each other to perform at their best.

As for my results, well, let's just say I haven't exactly been sweeping up podiums. However, I've had the pleasure of some seriously close racing, often just a second or less behind the likes of Chris, Huw, Dave, Mark, Ben and others.

Sure, I might not be the quickest out there, but being in the thick of it,

constantly learning and improving, is what makes the challenge worth it. It's also sometimes staggering what times other people can achieve (Steve Connor at Kemble being so fast I thought I must have gone the wrong way round), which makes you push yourself further than I ever would otherwise.

One of the best parts of the year has been the support I've received from the seasoned veterans of the club. For example, my car has needed some mid-race adjustments on more than one occasion. Luckily, I've had Phil and Aaron to jump in and work their magic and I even had the privilege (or maybe the

misfortune?) of enlisting Andy Lawrence as a test driver. After his "tweaks," my results took a noticeable nosedive, so I think we'll be revisiting that contract before next season.

When it comes to the actual events, I've found that certain disciplines suit me more than others. The sprints have become my favorite, there's something about the focused adrenaline rush of those short bursts that really clicks for me.

AutoSolo's come in a close second, with their combination of technical precision



**Rob has enjoyed his first season and is grateful for all the help and advice received**



**In Pekka's garage for some essential fettling**

and speed. On the flip side, my experience with Hillclimbs has usually involved a lot of rain and a lot of hanging around. I've heard that good things come to those who wait, but after a long day at Wiscombe I ended up witnessing Chris Parr have an animated conversation with a hotelier about whether a mixed grill could, or could not, be provided on the menu, so I'm not sure that's true.

At the end of the day, though, it's not just about the racing. The biggest takeaway from this year has been the people I've met and the friendships I've

built. This community is what makes the Bristol MC Mazda MX5 Challenge so special. Every race, every WhatsApp conversation, and every shared laugh has made this year a real experience.

That extends to everyone in the little MX5 'community' including Mary who wasted no time in inviting me (and Mrs F) round for what I suspect is the MX5 version of a 'hazing' i.e. you go for a quiet drink and wake up sometime later in a state of dehydration normally reserved for dried fruits.



So, I know I haven't been able to name drop you all but to everyone in the championship, I want to say a massive thank you. I couldn't, and frankly wouldn't, have been able to get through this year without you. From advice to hands-on help, and from race tips to just plain encouragement, you've all made this journey unforgettable. I may not have a shelf full of trophies, but I've gained a whole lot more.

Lastly, I should say a big congratulations

to our new champ Nick, who has shown some amazing pace as well as being a great sport throughout the year.

Here's to the next season, and maybe, just maybe, a podium finish.

*Rob Fisher*



**Hanging the tail out at Llandow (Picture Credit: Tony Smith)**

# British Sprint Championship - Season Finale

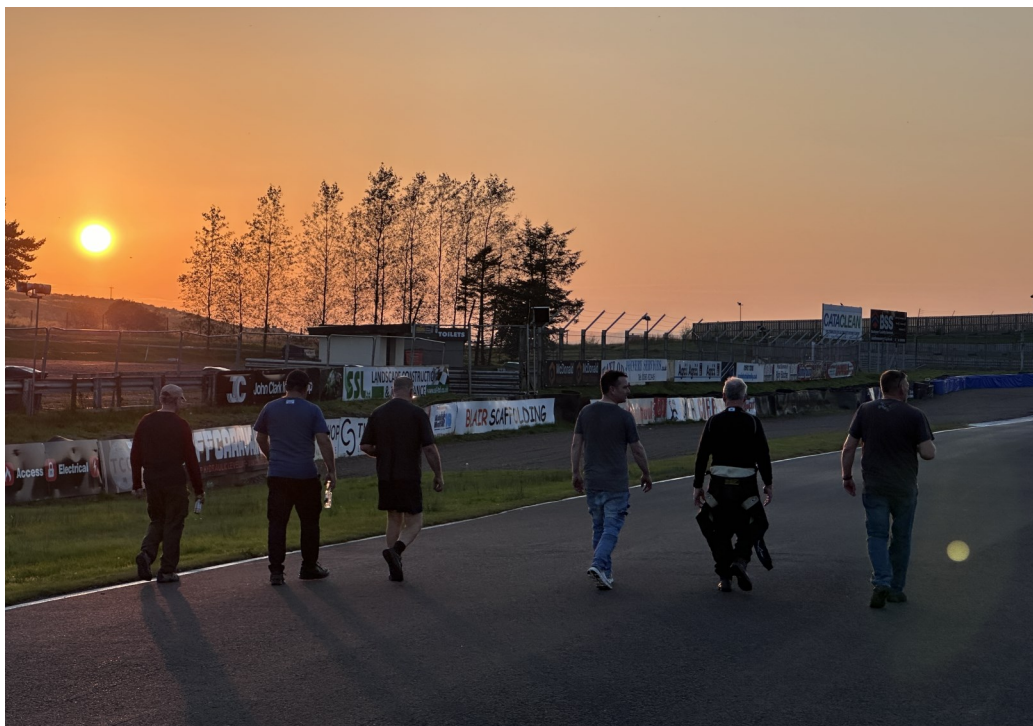
**S**teve Miles shares more of life at the sharp end with the final rounds of the 2024 British Sprint Championship beginning with a trip across the Scottish border.

## Knockhill

Another epic tow north for a weekends competition that I can now afford to spread over 5 days – retirees perk! I arrived early on Friday and got set up in the pit lane garage over the lunchtime track break.

A new rear brake master cylinder was fitting of equal size to the front master cylinder in an attempt to get a decent brake balance. ‘SBD Steve’ had suggested new bump settings, ride height and other changes which certainly improved the handling.

Beautiful weather on Friday gave way to thick fog on Saturday, and as visibility was down to less than 80m, the circuit couldn’t function safely until it lifted. We went out for a ‘single car on track’ practice and all was ok on this basis as you knew there wasn’t a ‘spun’ car



**Knockhill track walk**



**Sparks flying (Picture Credit: John Stewart)**

parked around the next corner.

Chris Jones – the emerging 24 British Champion had never been here before and posted the second quickest time of practice behind me – and I'd been coming for 20 years. If Chris wins, he will be a worthy champion indeed.

Anti clockwise running on Saturday was followed by the opposite direction on the Sunday, a great combination for the weekend as it feels like a different circuit altogether. The day dried and got sunnier and in the first run off – Chris took it and Pete was just 0.17 behind and I was a few tenths back – so close on a 93 second run. Story of my season really – so close, but no cigar.

I used the sustainable Biofuel that I had been given at CarFest by Sustain over the weekend and found it really good and noticeably more powerful. Good to be a little greener and it is made from agricultural products that were not intended for human consumption and it does not release carbon to the atmosphere like fossil fuels do.

Another 3rd ahead of John – who was struggling with bedding brakes in meant I moved a few positions closer to trying to secure 3rd overall.

The Sunday runs saw another repeat of morning fog that cleared, and two 3rd places for me and Pete fought back with 2 run off wins. John had found a faulty injector that was fixed the following day

on his trip home. I had a small clutch stop adjustment to make that I did, and all was well, but this was a sign of a significant problem starting that would halt my progress in the final few events.

## **Pembrey**

Only 3 days after getting home from Scotland I set off for Wales. The car had been removed from the trailer, brake bias mechanism stripped, measured and rebuilt, checked over and set up again – a rear wheel toeing out surprisingly and rectified and the correct working range of the brake bias bar established.

All went well in preparation and getting away but compared to the usual braking point into the first corner, the track did not have the same level of grip, and many of us went very deep or even off the circuit before coming back in first practice.

I also confess to not reading which circuit layout we were running on the Saturday and there is a slight variation – original exit of paddock bend or new infield section. Luckily, they placed cones over the section not to use but was an interesting 110mph instant decision made at the spur of the moment.

John had fixed his Knockhill below performance issues with new injectors



### **Accidental exhaust crumple zone**

and we were right on each other's tails all weekend. We both accept that pending complete disasters from both Chris and Pete we are not going to win the championship and are both fighting for 3rd place – and a nice Motorsport UK trophy. I managed to scrape just ahead of John by 0.1 seconds on a 92 second, 2.4 mile run. How close is that. On the afternoon second run off, he beat me by a few tenths.

I continually refined the brake balance, looking closely at the wheel speed traces to see what wheel locked first.

The following day repeated the scoring

with a 3rd and 4th place again between me and John. I did have a slight accident when reversing in the paddock and I hit a trailer when I misjudged my position, but luckily no damage to the trailer or my carbon fibre, but the exhaust, as crumple zone took a little straightening out.

## Anglesey

I arrived early for the meeting on Thursday evening to undertake some testing on the Friday track day, and had an organised program of chassis and brake development, including some experimental directions of set up that were clearly wrong but at least I know not where to go in future. By mid afternoon 'SBD Steve' had my chassis giving me so much confidence I stopped

for the day and declared it very worthwhile.

The clutch had worked fine at Pembrey but went rapidly downhill for some reason at Anglesey when I wanted to do a launch and this seriously thwarted my attempt to finish 3rd overall.

In the 4 run offs where I had to finish above John, I was consistently beaten by the same amount I lost in the launch as they measure the first 64ft with a timing beam. Although just a few tenths of a second each time I lost at the start as the clutch would not allow me to perform a launch – and I confess I hadn't had to do a manual one for a long time as it is 'automated' nowadays, I found myself



**Flying at Pembrey (Picture Credit: Rowan Flynn)**



**Setting brake bias with the help of the 2024 Champion Chris Jones**

either bogging down or sitting with the rear wheels at 9000rpm spinning away.

The first run off went well with a third place, but John was second and Chris first. For the 2nd run off of the day on the national layout, the top four were covered by 0.45 tenths. Chris secured the championship with that win. Well done Chris.

The Sunday international layout was fun, but with a 5th and a 4th – John beating me on the 82 second run by 0.06secs, my push for 3rd overall was over. Well done John.

## **Castle Combe**

Nothing to play for at this meeting as the top 9 positions were now fixed but a fun day out was had at this 147mph circuit in Wiltshire.

Its over 3 miles for the run and my PB is under two minutes, but I couldn't get that close this day. It was supposed to be dry in the forecast all week, but overnight rain and a heavy shower at 9am saw everyone switch to wets. A safe practice run saw me third and the car felt great. The previous year I had such massive bump steer up Avon rise that I aborted the rest of the meeting, but

during the season SBD consultant Steve Broughton helped be eliminate this from the car set up and this time the car was smooth over all the bumps. I'd like to make big public thanks to SBD Steve for all the advice and practical help on set up and handling, plus engine management and launch/traction control changes this year. The car is handling great compared to the start of the year and with the planned changes over the winter, 2025 looks a promising season.

The rest of the day saw me suffering clutch launch issues (losing 8 seconds on the start line when I tripped the start beam and didn't realise) and a time a few seconds off my PB. Pete took FTD and Chris Jones, the 2024 champion, both run offs, despite a backwards 100mph spin moment in qualifying.

Some excellent news to announce that has been under discussion for a while is that I have an additional support for 2025 and am being supplied with Sustain C50 Racing Fuel, which is Motorsport UK legal pump fuel, faster than Shell V Power and environmentally sustainable, being made from unused agricultural waste and transformed by the chemist's magic to 102 octane unleaded race fuel.

The Sustain approach utilises carbon captured from the atmosphere and not released back into the atmosphere as conventional fossil fuel manufacturing techniques do. More details:

<https://sustain-fuels.com/>

Thanks also to Telsonic Ultrasonics and RoundworksIT, who have provided the bulk of the new engine over the last two years of support, it has been a pleasure to feature you on the car and in posts and thanks for sharing on the global Telsonic accounts.

So 4th place in 2024 for me, I hope you have enjoyed my 4 news updates during the year, congratulations to the top 3 on the podium, Chris Jones, Pete Goulding and John Loudon. I'll do my best to get on it next year.

*Steve Miles*



# MX5's - DDMC Round at Kemble

**W**ith only one round to go, none of the 2024 Challenge Trophies have been secured which leaves it all to play for in our final Bristol Motor Club MX5 Challenge round at Castle Combe on the 12th October.

Things remain wide open after the ever popular Steve Conner was in untouchable form today as he showcased his new Mk3 variant (which he is sharing with 2021 Class B Champion Ollie Jenkins) and won all four tests to win by a staggering 11.3 second margin which is light years in front compared to usual

challenge margins. Well done Steve, a very impressive display.

Our current Overall 2023 Champion, Ben Marshall finished second, itself a fine drive as we all marvelled at Steve's pace. Phil Oliver came home third overall having had a number of fights with cones to round off the overall podium.

Class A was won by Phil which takes him onto a maximum score of 175 but it doesn't necessarily make him the Class A Champion which I'll shortly explain. James Hurford came second in class followed by Mike Lear.



**With just one round left after DDMC Kemble there are several scenarios**



Behind Steve and Ben in Class B came David Newbold with his first MX5 Challenge podium so well done David.

In the Overall Championship, Phil still has the potential to catch Nick Angrave if Phil were to win and Nick finishes lower than forth at next months Great Western Sprint. If that were the case yet again we're into tie breaker territory as they would be level on points.

As only one person can win one trophy we can't yet determine the Class A Champion as this could be Phil, James or Steve depending on results in October. Similarly Class B is still up for grabs between Nick, Ben and Aaron who sadly had to retire his car today due to a broken drive shaft seal.

*Andy Thompson*



# August Llandow Sprint

**A**t the time of writing this piece in October it seems an absolute age since we once again headed West across the Prince of Wales bridge, this time at a much reduced speed thanks to a rather long contraflow.

Still, once in situ safe in the knowledge that lunch was going to be provided (sorry Nick) by the excellent on-site café, it was a case of let the proceedings begin.

In the Junior Class A0 Logan Evans did

well to get ahead of Polly Ashley to take the honours by just over half second with his best of 103.69 driving a 1.2 Fiesta. Good work Logan.

Whilst in A1 Andrew Till managed third in class with two identical 93.46 runs pedalling his 1.0litre Turbo Fiesta ST Line. Up one class in A2 and Donald Gay wrestled his Toyota around in 95.26 to finish third whilst Claire Tooth once again reigned supreme in the family Elise to take the win with her best of 91.69.

The scene had been set in class A3 for a



**Logan Evans led Polly Ashley to take the Juniors class win**



**Andrew Till finished third in class A1 (above) and Donald Gay third in A2 (below)**



much anticipated showdown between Matt Parr's well sorted Fiesta ST and Pekka Tulokas's 3 million horse power MX5. Both pushed hard delivering

cracking times from road going cars with Matt taking the win with his best of 82.80 and Pekka second on a 83.98. David Ashurst (Fiesta ST) was 14th with his



**Claire Tooth is starting to get a hold on A2 taking the win once again**



**David Ashurst in his Fiesta (above) and Pekka Tulokas pushing the limits (opposite)**





**Fast driver in a fast car combo. Matt Parr taking the A3 class win**

best of 104.95.

In the MX5s Nick Angrave continued his strong season with an emphatic win

1.5secs ahead of his nearest rival with his best of 85.20. A time achieved on the final run of the day going some 1.6secs quicker.



**Fyrth Crosse in his rather lovely Dempster Ensign**

Which must have surprised second place Ben Marshall who was leading until that point with his first run time of 86.77. Aaron Sharp finished third with his best of 87.19 just edging out Phil Oliver in a very competitive class.

Heading into the Specialist Production classes and in B2 Conrad and Patrick Holmes achieved the same time of 82.49 in their shared Caterham Roadsport, ahead of Andrew O'Malley (86.07) and Chris Bennett (86.82) in their Caterham's.

Adrian Clements took his Westfield SEIW to a win in B3 on a 84.18 whilst Luke Trotman took his Mallock to an impressive second in the Sports Libre class D1 with a sweet 78.81 with Alan Dyke 6th in his Megapin (95.37).

In the racing car classes Fyrth Crosse came in second in E2 in his Dempster Ensign with a time of 83.74 whilst in the British Sprint Championship Steve Miles finished third with his best time of 69.50 whilst Chris Jones secured overall FTD with his beat of 67.35secs.

Well done to all our BMC competitors, class winners and I think increasingly important our organising team too.

Worth stating that at present we don't have an Event Secretary for 2025 so if you're reading this and want to get involved please do get in touch for a chat (contact details in the front cover).

*Matt Nichols*



**Nick Angrave continued to reign supreme in the MX5's at Llandow**

# Hyundai - Ioniq 5N

**I've been running a Tesla Model 3 Performance in BMC sprints at Castle Combe. Time for a change to a Hyundai Ioniq 5N. I've just taken it on a track day at Castle Combe. I'll cover the track day first, then a few thoughts on the 5N Vs the M3P generally at the end. It's a long piece, so get yourself a cuppa before you start.**

I picked up the 5N on the 17th September, drove it to Exeter and back, then the following day left the country for two weeks, so had no chance to drive it again until the 1st October, with the track day on the 2nd.

So came to the track day with pretty limited knowledge or experience of the car - and the number of options combined with a fairly complex UI left me a bit in the dark on arrival at the track. However, I did know how to turn on the fake engine sounds for the noise test. The tester said it sounded like a fart so he wasn't going to test it and put it down as 70DB. Not an auspicious response to this fun feature.

Discovered soon after that this track day had some changes - firstly initially we all had to go out in an assigned group, follow a pace car around, then when he pulled off we could complete that session at

speed. When all groups had been run it would revert to open pit lane. Secondly, we could only overtake if the car ahead signalled left to show they were aware. If they consistently failed to do so, we had to come in and report them to the marshals.

Unfortunately, it turned out I was in the first group, and I was a long way short of being ready. I couldn't get track mode to work. It kept on telling me conditions not met. My intention was to be in endurance track mode, have the engine sound on, but gear changes off, and play with N braking mode (levels 1, 2 and 3) to see how that effected braking and cornering. What I went out with was the car in sport mode, with automatic gear change and sound on, and all the road driving 'safety' features still on.

So with the car warning me about speed limits, attempting to steer itself if I approached a white line, and a strong bang from under the boot floor every time I turned a corner, not to mention a damp track. Needless to say the first session was a bit rubbish (Best lap 1:31.24 Fastest speed 108.4 mph Battery 87%) and I didn't stay out too long. But even with that short session it was clear from the number of cars I passed that this thing was pretty quick.

Came in. Found what I was doing wrong, and enabled track mode in the endurance



setting (alternative is sprint, more power but less time on track) and discovered the towing eye floating around under the boot floor, and causing the banging.

A bit of drizzle had dampened the track, but I decided to go out anyway just to test all the settings. Big heavy car, dampened track, 600BHP - yep, I was pretty tentative (Best lap 1:30.38 Fastest speed 110.8 mph Battery 65%). Still, everything was now working, and with NBrake set on level 3, at the pace I was going I didn't even need to brake for most corners - but still passing cars?

What was going on?

The track dried, went out with NBrake on level 2. Now we're getting somewhere. With the battery at around 40% got down to 1:21.9 with a maximum speed of 125.1 mph. Now this was interesting. The best time with the 2024 Tesla M3P on its standard tyres (both on Pirelli P Zero. 275x35 on the i5N and 275x30 on the rear of the M3P with 235x30 on the front) was 1:22.13 - so we were now quicker on the same tyres.

The Garmin Catalyst also calculates your



**Early signs are good for the Hyundai 5N as a track weapon**

optimal lap by putting together all your best corner and straight times. The i5N had an optimal lap time of 1:20.88. This compared with an optimal time for the M3P on its fastest session at 1:20.9 - so just barely quicker - but set with battery at maybe 30% while the Tesla was at 77%.

So, with that under my belt it was off to Leigh Delamere services to charge (25% battery left). Lots of new signs going up around the 'back' entrance, and the road newly surfaced, so I am a bit afraid that this route to the chargers may not be available soon

Put the car on charge (174 kW at start - which is similar to the Tesla on the superchargers there). Had some lunch, then back to the track with 95% charge, dropping to 92% when I got back.

So setting NBrake back to level 3, out on track again. Got down to 1:20.52 (optimal 1:20.31) and 129 mph top speed. So now definitely quicker.

We were also testing my mate's Ford Fiesta ST, so I had a couple of runs in that. Very different! Felt so light and chuckable. Standard car but with track tyres. Got a best time of 1:30.3 out of that - which was also the optimal time - so I don't think I could have gone any faster.

So, one more run with the i5N. A chap

called Mark approached me and explained that he was considering buying an i5N and could he have a ride along on my next run. I agreed and off we went.

I must have been getting used to the car, as even while chatting with a passenger, I got down to a new fastest of 1:20.09 (optimal 1:19.35, top speed 130.3 mph) so we now had some clear distance over the Tesla on road tyres. Battery on coming off the track was 40%, so that fastest lap was set with battery between 40% and 50%. The Tesla would be 2 seconds slower per lap at that charge level.

Overall impressions? Well you feel the weight of the car and it feels big, but it's still pretty 'chuckable' around most of the track. As quick as the Tesla through almost any of the corners. The only part of the track where it didn't feel quite as good was over the Avon Rise and into Quarry corner. As the car came off the rise, it felt a bit unstable, which made braking for Quarry and getting the right line a bit tough. I think the weight lifting over the rise, then dropping down led to the instability. Oh, and it's damn fast!

However, I made a couple of mistakes - I forgot to press the NGrin boost button throughout the whole day - that would have given me an extra 40 BHP for ten seconds, which would have boosted the speed along the main straight and maybe a couple of other places. I also left the car in the 'Endurance' track mode throughout. This saves battery, but reduces power. I should have tried at

least one run in 'Sprint' mode. Still, all that tells me is there is more to come.

The M3P got a best lap of 1:22.13 on road tyres. However, on the Nankang ARI track tyres, This came down to 1:16.64 - a huge improvement over the P Zeros. So now I'm looking for some wheels that will allow me to fit the Nankang tyres on the i5N, and looking forward to finding out what this car can REALLY do.

Even with the road tyres, I've decided to run the i5N in the Great Western sprint at Combe next Saturday (12th October) - when I will definitely remember to run in Sprint mode and use NGrin boost!

Generally I'm very impressed with the car. On track, no matter what the battery level you don't seem to lose power. Brakes and battery temperature never became an issue. However, it's complex. I am still learning all of the options (not just track but general use) and still haven't got everything set quite to my preference. By the way, Apple CarPlay? You can keep it. I tried it out and just couldn't get it as good as the native system. Maybe it's me, but for me you can keep CarPlay in the ICE age.

I am able to run the car from my phone - so I don't need to carry a key - but there is an issue. It unlocks on approach, but it doesn't lock on walk away. You have to present the phone at the door handle, and unlock the phone as if paying for

something on Apple Pay. A bit frustrating, and in fact risky. I've gone out to the car to put it on charge. It has unknowingly unlocked, and I've walked away leaving it unlocked. Luckily the Hyundai app does send a warning out after about 10 minutes, but still, not clever.

Part of the problem is still me as well. The number of times I have got frustrated that the car won't lock, only to discover that I had left it running - or simply walked away with the car running and the doors unlocked can't be counted on one hand. I guess I'll learn.

Final conclusion? Tesla does some things better than the Hyundai, but in many, many areas Tesla has some catching up to do and the i5N is now my preferred car - but I wish I could mate the two cars and get the best of both.

*Dave Broadway*

# Drive-By

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“Ting”

“Ooh darling, I can’t get into gear, I think the gearbox has broken!” Oh cr\*p...

Hi everyone, yep, Lynnette’s usually impeccably reliable Ford Fiesta recently decided that it’d had enough of this gear changing malarky and immediately quit without notice.

How is it that when our trusted chariots of choice decide they don’t want to play anymore, they always seem to pick the most inopportune moments and locations for such shenanigans, coincidence, or something more profound, perhaps?

Anyway, in this case Lynnette’s Fiesta had chosen our routine dog walking trip on a Sunday morning - always the best day for a breakdown (not) - and failing to proceed not on our driveway or in town, oh no, far too easy. No, this happened just as we swung through the gateway to a National Trust property located out in the back end of beyond. Up a lane. Off a minor B-road...

Needless to say, these events instantly focus the mind, and I asked Lynnette to stay off the brakes and use the residual

forward motion to quickly pull up in a passing place about fifteen metres along the single-track driveway leading to the Lytes Cary Manor House (well worth a visit, by the way, if you like visiting ancient stately piles, and also handily local to both the Fleet Air Arm Museum at Yeovilton and the Sparkford Motor Museum - something for everyone, you’re welcome).

After successfully making it to the passing place and pulling up, Lynnette demonstrated that pushing the clutch pedal no longer enabled her to obtain any gears and her repeating that the gearbox had obviously failed.

Taking a moment or so to calm down and my stating that it was highly unlikely that the gearbox had failed as the only noise associated with the failure was a very faint ‘ting’ as we pulled through the gateway, we swapped seats, and I jumped into the driver’s chair to investigate further.

Sure enough, as I suspected, although the clutch pedal still had a spring action, it was evident that it was not activating the clutch at all and what had probably happened was that the clutch cable had disconnected at either the pedal or gearbox, or completely sheared.

At this point, Lynnette was getting rather despondent as she considered the various repercussions of our unwarranted adventure and that our day was now a total right off and how were we going to return home, which garage would be able to swiftly effect the necessary repairs, how long would she be without her car etc...

And Mr Dymock to the rescue with; “Uhm, darling, you do remember we have AA membership, don’t you? “

So, a quick call to the AA and, with just a little faffing, we were given a three word location code, told that the nearest patrol was around thirty five minutes away and even given the registration number of the patrol van, presumably just in case they’re dealing with someone who doesn’t recognise a whopping great sign-written van emblazoned with humungous AA lettering (in which case, probably best such people shouldn’t be encouraged to keep operating complicated machinery...)

“The patrol is just finishing dealing with another customer and the current timing to be with you is 10.55am” says the really helpful AA lady.

Thirty minutes later, I decide to wander back to the entrance to the estate with a

view to flagging down the AA van to ensure they find us and, literally at 10.55am, said AA man appears just down the lane like Winston Wolfe in ‘Pulp Fiction’. Just tootling up in a van and not thundering up in an Acura (Honda NSX for those of us not domiciled in our former American colony...) as I stand there looking like I’m performing the best charades imitation of a wind turbine operating at full pelt.

The van pulls in alongside the stricken Fiesta and the lovely AA chap alights and enquires about the problem. One swift explanation later and the guy immediately says ‘oh yes’, grabs his torch and disappears headfirst into the drivers footwell. ‘Got it’ says the chap after just a few seconds, and then reappears to explain what’s happened.

Apparently, it’s a common fault with Ford Fiestas and at the top of the clutch pedal above the pivot point there’s a circular shaft attached at ninety degrees and the end of the clutch cable has a termination with a hole in it which slips over this shaft and pulls on the clutch mechanism when you depress the clutch pedal moving the shaft backwards and forwards, simples.

Now, the end of the clutch cable on the shaft is secured by? Yep, nothing more complicated (or expensive...) that a

washer that's constructed from spring metal and has a hole in the centre which also has multiple tines slightly angled in one direction.

The washer pushes onto the shaft in the easiest direction for the tines which grip onto the shaft if you try to move the washer back off the shaft and thus securing the end of the clutch cable. 'Won't be a minute, I've got a bag of the washers in the van' says the man and within a few minutes he's located and fitted one of the washers.

'All done, and that one's a good fit' says Mr AA man, and after just a couple of minutes chatting and his confirmation that it's the same as a garage would install and there's no need for further work as the new washer is a very secure fit, his next job comes in and he's away to some other unfortunate's Sunday emergency.

In all, just a single hour's delay to our Sunday and we resumed our plans, parked at the Manor House and took Ruh the Lurcher for his walk. Thank you, AA, bl\*\*y brilliant.

But there's always a mystery and, in this case, the AA man's observation that in the fitting of hundreds of the washers to Fiestas over the years, he's never managed to locate the old one's that had pinged off the shafts. Not a single one. Never. Hmm...



*Chris Dymock*

# 2025 Llandow Sprint(s)

## Event and Entry Secretary Roles

Llandow Sprints Event and Entry Secretary are roles that Zoë Tooth has performed admirably for the last ten years and now we need someone to take on one or both, otherwise no Llandow Sprint(s) next year. It's that simple.

At the end of the day we're all volunteers and it cannot always come down to the same few. So, if you are a natural organiser or know one, please do get in touch. It doesn't matter if you or they haven't run an event before because a checklist, support plus handover to ensure a smooth transition are all provided.

### **Event Secretary**

Best thought of as Events Manager by another name, the role involves:

- Dealing with the circuit venue and Cafe.
- Booking Officials/ Medical Team.
- Inviting and liaising with Championships.
- Setting and maintaining event budgets.
- Drafting and publishing regulations.
- Applying for an event permit from Motorsport UK.
- Hiring in equipment such as Radios.
- Sorting out Marshal Prizes.
- Emailing out Entries List and Final Instructions.
- Setting up at the circuit previous day.
- Being on-hand on the day.
- Emailing out results afterwards.

### **Entries Secretary**

The two roles really do sit side by side:

- Opening and monitoring entries.
- Dealing with queries (normally received via email).
- Closing entries and contacting any reserves.
- Compiling the Entries List and assigning Entry Numbers.
- Requesting Awards based on Entries/ Class Structure.
- Competitor Signing-on.
- Being on-hand on the day.

**We really cannot do this without you**

# Join Bristol Motor Club

The screenshot shows the website's navigation bar with 'Information', 'Subscriptions', and 'Events' menus, and social media icons for Facebook, Twitter, Instagram, and YouTube. The main header features the Bristol Motor Club crest and the text 'Bristol Motor Club Promoting club motorsport since 1911'. The central section is titled 'Sign in to Bristol Motor Club' and contains two input fields: 'Username' and 'Password'. Below the 'Username' field, it says 'You must enter a username' and 'Forgotten your username/password?'. Below the 'Password' field, it says 'You must enter a password' and 'Have a password reset token?'. A 'Sign In' button is present, along with a link for 'Problems logging on?'. A note states 'Note by signing in, you agree to our Terms & Conditions.' To the right, a 'Not a member yet?' section includes a green 'Register here' button and text: 'Use this website to join the club and access a whole host of benefits including the ability to browse and sign-up for events, contact other members and renew your subscription.' The footer contains copyright information for 2019 Simmetics Ltd and a notice about data collection.

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

## To Join BMC\*:

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

## NOTE:

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



# BRISTOL MOTOR CLUB



## MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

If you agree please tick box

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

### DECLARATION

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

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

Signed <i>(Full Member; and Associate if applicable)</i>	Date
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For further information email [membership@bristolmc.org.uk](mailto:membership@bristolmc.org.uk)

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

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

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

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

## **Collecting your information**

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

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

## **Using your information**

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

## **Sharing your information**

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

## **Security for your information**

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

## **Your rights**

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

You may make a complaint to the Information Commissioner.



*Classic Car  
Mobile  
Mechanic*

Mobile Classic Car Mechanic  
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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)		