

Driving Mirror



The Triple Crown

Jan - Feb 2020

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(Cover shot: Andrew O'Malley of Dave Greenslade - 2019 Speed, All Rounders & MX5 Champion).



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www.bristolmc.org.uk

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**The next Driving Mirror deadline is
Friday 3rd April 2020.**

Got something to share? Please send any words and photos you have to:

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Chairman's Chat



By any measure I think its fair to say we've had a strong start to the year. Paul Sunshine organised our Winter NavScatter attracting six crews who were challenged to navigate a brand new route south of Bristol. Well done to Paul, good work.

Next up 30+ adults and 7 children enjoyed a family indoor Karting event in Avonmouth, this time courtesy of Simon Clemow. The banter from which on Facebook afterwards resulted in a challenge from Queens Square Car Club no less to take us on. Challenge accepted.

What was particularly great to see was how ultra-competitive some of the junior section were, testament to early karting careers firmly underway. Great stuff and a reminder that our future membership might well be karting right now. Also interesting that in the two adult groups it was our Castle Combe Circuit racing brethren who won in both cases, Matt Parr (top) in the first and David Spiller (inset) in the second. All in all a great evening with close competition at all levels up and down the field, thank you Simon.

Not long after Karting and Dave Greenslade was once again running around like a proverbial cat on a hot tin roof trying to get everything ready for our Awards Night. Mike Lear prepared a cracking video of his brother's 50th Birthday celebration ice driving in Sweden that included some top class drone footage. Which alongside Andy Laurence's GWS & Westonzoyland footage mixed in with in-car from our Llandow Track Day, gave us 10mins of BMC car fun to share. Chris D read out the story of 2019, and there was a real buzz.

I have to share one moment 24 hours before the Awards Night when the penny dropped that both Mr G and myself had both ordered the buffet. Thank goodness we did as it turned out, I've never seen the clubhouse so full. If you were there, then thank you, and of course a big up to Dave for organising.



We should do more of this.

Matt

The Story of 2019

Winter Nav Scatter 25th January 2019

First of our two Nav Scatters this year, this time run by Rich Marsh and Nathan Bath in and around the Thornbury area. Six crews braved the biting cold for this one and all made the finish at the Hunters Rest in Chelwood. Second place crew went to Chris and Tom Thompson with 208 points, first place crew were Carrie and Bernard Northmore with 232 points.

Great Western Sprint 25th March 2019

First of our sprints in 2019, it's the longest Sprint course in the UK at 3.3 miles / lap and $\frac{3}{4}$. Opening round of the British Sprint Championship which brings the fastest specialist and single seat cars from all over the country, this time the weather being kind if a little cold. A massively over subscribed entry



Navscatter winners Andrew Bisping and Rob Tompson (Picture: Andrew O'Malley)

meant some people were left disappointed but the full 90 competitors ran in total with FTD being taken by Colin Calder in a Gould GR55 with a 115.08.

The Top 12 run off was won by Steve Broughton as Colin's daughter Heather suffered suspension failure during her first run at very high speed, luckily without incident, the organising team were busy all day with issues, but the event managed to finish before the 6pm curfew.

The Best BMC performance winner received the Castle Combe plate plus souvenir award, and it goes to a driver who not only smashed the existing class record by over a second and a half but recorded the only sub 160 second MX-5 challenge lap in his Mazda Eunos, James Hurford.

Llandow Sprint 12th May 2019

Our only sprint of the year at Llandow circuit in South Wales, and like the GWS a lap and $\frac{3}{4}$. Another oversubscribed event with the full entry of 111 cars competed in the dry (unusual for Llandow..!) the organisers again having to deal with several incidents in the afternoon, fortunately nothing serious but it did push the event right to the end of the day. FTD was taken by Dave Sims in a Ralt RT33 with a time of 69.51. The Best BMC winner received the Horace Gould Trophy and souvenir, driving an MX-5 is Pekka Tulokas who also set a new class record in the process.

Spring Autosolo 19th May 2019

First visit of the year at our Solo venue at Westonzoyland airfield near Bridgewater, 34 competitors took to the four different tests in warm sunshine. A very slick event which was all finished by four o'clock allowing for a well-deserved pub visit afterwards. A very competitive event with the positions changing all through the day with just tenths of a second deciding some results, FTD went to Dave Greenslade by just one second from Bath MC driver Steve Conner, both driving Mazda MX-5s. Dave was the Best BMC performance winner and received the Full Moon Cup and souvenir award.

Dick Mayo Sprint 27th July 2019

Back to Castle Combe in the summer to another oversubscribed event, with an incredible 157 competitors. This one is a short $\frac{3}{4}$ lap sprint from pit lane exit to Westway. Another dry day weather wise which provided some very quick times, FTD was won by Steve Broughton in a Dallara F301 with a 53.51sec run. The Best BMC performance winner receives the Two-Litre Cup and souvenir award and it went to Dave Goddard driving his super-charged Lotus Elise.

Wiscombe Park Hillclimb Weekend, Sat 7th/ Sun 8th Sept 2019

Our annual weekend of hillclimbing in the stunning Wiscombe Park venue. Again, a very oversubscribed entry for both days over the weekend with perfect weather on both days. A great weekend of very close motorsport was had by all, FTD on both days was taken by Ed Hollier in a Pilbeam MP62 with his best time of the weekend of 36.46 posted on the Sunday. Best BMC winner received the Joe Fry Trophy and souvenir award and went to Dan Trotman in his Ford Fiesta ST.

Summer Autosolo 15th September 2019

Our second visit of the year at our Solo venue at Westonzoyland, again the weather was very kind as it was earlier in the year, a full entry of 41 competitors took to the courses in lovely warm conditions, the timekeeping team did a stunning job and the event was done and dusted by 4pm. FTD went to Dave Greenslade in his Mazda MX5 by just half a second over Bath MC driver Steve Conner, continuing their very close battle this year. Dave was also the Best BMC performance on the day and received the Cruikshank Bowl and souvenir award.

Autumn Nav Scatter 18th October 2019

Second of our two Nav Scatters this year, this time run by Ady Taylor and Dave Greenslade with a twist this time. Making use of the end of the Severn Bridge tolls it started in Thornbury and finished West of Chepstow. Seven crews braved the country lanes for this one and all made the finish at the Tredegar Arms in Shirenewton for a well-deserved pint. Two awards for this,

in second place the pairing of Andy Laurence and Phil Oliver, and the overall winners Andrew Bisping and Rob Tompson.



‘King of Combe’ Matthew Bennett receives the Watkins Nash Trophy

(Picture: Andrew O’Malley)

‘King of Combe’ 2019

This award goes to the driver for the best overall performance at both of our Castle Combe Sprints combined, using the Speed Championship scores as the calculation. The trophy is really special, being a replica of a Watkins Nash racing car. Our winner driving his mighty Porsche Turbo and putting in stunning times all year, Matt Bennett.

Pegasus Sprint 19th October 2019

The 3rd Sprint at Castle Combe in 2019, this time run by our friends at Bristol

Pegasus Motor Club. Another different format, this time a full lap using the pit lane exit as the start and return. Ian Hall took FTD with a time of 71.57 in his Darrian Wildcat. The Best BMC performance award went to Dave Goddard in his Lotus Elise, collecting the Catherine Hicks Trophy.

Fedden Trial

Unfortunately, no Fedden Trial in 2019 due to issues with the Landowners, hopefully this will be resolved although the organisers are looking for an alternative home for this event going forwards.



Ryan Eamer receives the Gilbert Best Trophy (Picture: Andrew O'Malley)

Allen Classic Trial 24th November 2019

Winter season bring the trials events to the fore, the Allen incorporates a dozen off road tests along with 80 road miles making a circuit from Bath to

the Mendips and Chew Valley. This event has been running for over 70 years and is always very well attended, with 68 finishers this year. Awards went to:

1st in class 2 Bill Bennett - Woodbury Chillcott

1st in class 4 Sam Holmes - Renwicks Trophy

3rd in class 5 Nick Deacon

2nd in class 5 Stuart Highwood

1st in class 5 Dave Haizelden - Rumsey Trophy

2nd in class 6 Kevin Sharp

1st in class 6 Mike Hobbs - Highland Circle Cup

3rd in class 7 Mal Allen

2nd in class 7 Michael Gilder

1st in class 7 Ray Ferguson - Rootes Cup

3rd in class 8 Paul Merson

2nd in class 8 Charlie Knifton

1st in class 8 Dean Partington - Poole Trophy

Best BMC Performance Ryan Eamer - Gilbert Best Trophy

Best Clubman Philip Thomas - Redcliffe Cup

Best Navigator Hollie Wood - Bob Wood Trophy

1st Overall Matt Facey - Allen Trophy

Best Journalism Award

This is awarded to those of you who write for the magazine, without your input we simply wouldn't have one! We are always looking for content for the magazine, so this is a call out for you lot to start writing! The 2019 winner receiving the Barton Motors Cup and souvenir award, Andrew Bisping.



MX5 Class B winner Pekka ran Dave G very close with a particularly strong on-track performance (Picture: Andrew O'Malley)

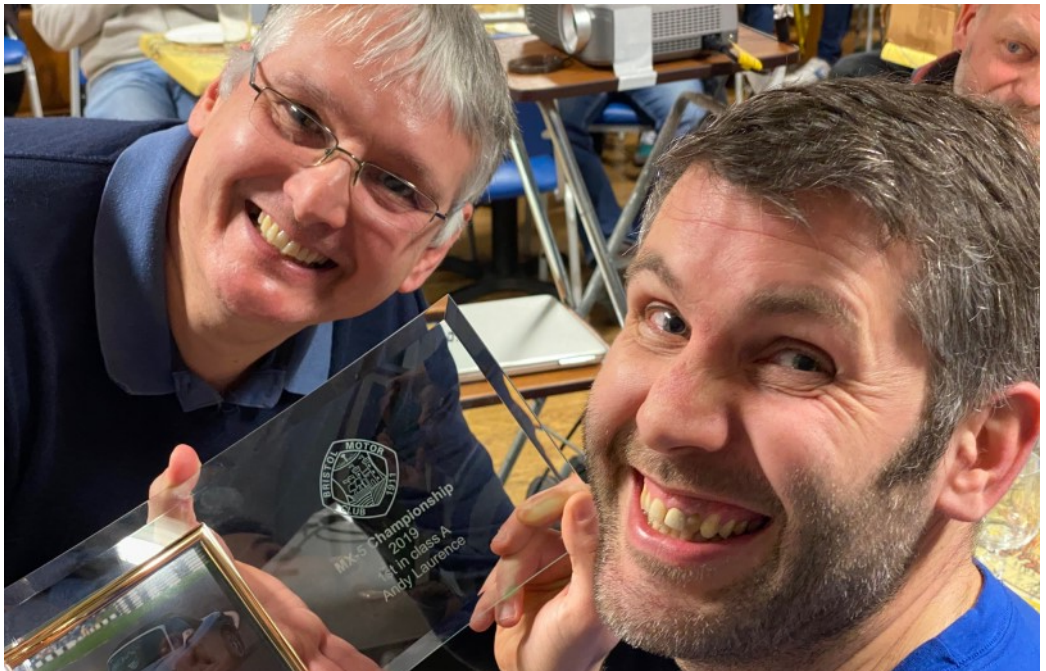
MX-5 Championship 2019

2019 was the most successful season yet of the Vincenzo & Sons Bristol MX5 Challenge. It was the season that proved parity between the models over the season with Mk1, Mk2 and Mk3 drivers winning and a close battle at every round. There were more rounds too, with four sprints, four hills and four AutoSOLOs covering 6 different venues within around 90 minutes travel time from Bristol.

Round 1 was at Great Western Sprint at Castle Combe where James Hurford stamped his authority with a new class record and a commanding victory. Dave and Andy followed behind just 12 hundredths apart. Round 2 took us from the fastest sprint to the fastest autosolo at Kemble and Dave Greenslade was ominously dominant. 20 drivers competed and 16 of them finished within 10% of Dave's time.

Back to the circuits and Llandow was the scene for the third different winner when Pekka Tulokas stamped his authority and 7 drivers finished within 4% of his time.

The first Westonzoyland Autosolo was the scene of the first double winner of the season. Dave won again, but by a slender margin this time, the top 12 covered by 10%. Next up was the Manor Farm hillclimb weekend and Pekka was the next double winner with the biggest winning margin we had seen. It was devilishly close behind though with 4th-6th covered by ... wait for it ... a solitary hundredth of a second. Just 3 tenths covered 2nd to 8th and some grins and grimaces were seen, especially as changeable weather had made it doubly difficult. Pekka repeated the feat the following day putting in 4 runs that would have won the event. It was to be the most dominant performance of the season.



MX5 Class A winner Andy sitting down on the job. Something to do with a recent knee operation (Picture: Andrew O'Malley).

At the half way point, Dave Greenslade led by a massive margin from Nick Lear and Andy Laurence. Dave had finished in the top 2 at every round so far and he had enough points from the first 5 rounds to beat everyone's 6 round tally, but despite missing a round and having low scores in the Autosolos, Pekka was remarkably close. Clay Pigeon only hosted a single round and Dave was strong, taking his third win of the season and first one outside an Autosolo. Andy took his solitary win at the next round and secured the class pot at the Dick Mayo sprint by a slender margin from Pekka and Michael.

Dropped scores were coming into play now but with the next two rounds being Autosolos Dave won the two events and the championship with Manor Farm weekend left to go. The rest of the places were still up for grabs with it being very close in the pack, alas the event was called off due the heavy rain in the run up to the event and the scores stood. Three awards were presented. Class B winner Pekka Tulokas, Class A winner Andy Laurence, and our over-all winner Dave Greenslade.

Speed Championship 2019

Another competitive season closes, and we have four awards for the fastest drivers this year. 4th place went to Pekka Tukolas driving a Mazda MX5 MK3, 3rd Place to Matthew Vann in his Audi TT, 2nd Place to Simon Clemow who was back in the Force again and our Championship winner sharing duties between the trusty MX5 'Rusty Shed' and his Mitsubishi Lancer receiving the Simon Hemmings Trophy and souvenir award was Dave Greenslade.

All Rounders Championship 2019

This Championship rewards points to competitors, marshals and organisers alike. Members score for all qualifying rounds, one of which must be an organiser / marshal and the most cumulative points wins. 3rd Place went to Mark Benstock, 2nd place to Ady Taylor receiving the 2000cc Cup and our Champion receiving the Chappell Cup was Dave Greenslade by a single point.

Marshal of the Year 2019

Quite simply won by the person who has marshalled at the most events during the year, come rain or shine. Calculated from the All Rounders table, our Champion collecting the James Trophy and souvenir award was Mark Benstock.

Clubman of the Year 2019

This individual embodies everything that is great about Club Motorsport as they quietly and without complaint helped us run everything from AutoSO-LOs to trials, often standing in at short notice. Our 2019 Clubman of the Year is John Hollins.

Dave and Andy



Ady T was just one point off Mr G in the All Rounders (Picture: Andrew O'Malley)

Mike's Medalling MR2

MR2 goes to Exeter again and comes home with a medal this time.

Developing the MR2 has taken a long while which has been very difficult at times. Not surprising that there have been many ups and downs but eventually the green shoots of success are starting to appear.

Looking at the results of the Allen that would be difficult to accept but in truth our last position disguised the fact that there were improvements starting to show. For example, Travers restart which in statistical terms was a fail but in reality, we pulled away but not within what is considered an acceptable length of time. No arguments from us – but the car pulled away.

Two people came up to us during the trial and suggested we were not carrying enough ballast. They were right. We had no ballast. Asking around it was suggested about 80 to 90 kgs would be right so I obtained some lead (not from a church roof – I did go to a C of E teacher training college)

and while Fran was out the lead was melted in an old saucepan and I cast four 5kg blocks using some rectangular tubing and then the day before the Exeter I fitted it inside the rectangular crossmember at the back of MR 2.



Paul Barker pedalling

(Picture: Dave Cool)

We choose to start at Popham in the hope of an early start time and if previous routes had been used, we would have gone past Paul's front door and were planning a time-wasting stop as we could then still get to Haynes in time for the start of the trial proper. In the end we had 4½ hours to get from Popham to Haynes to include a one rest halt at Haynes. This left us 3½ hours to do a journey which Google Maps suggested would take one hour and six minutes, we also had to scrutineer which took all of two minutes as this had mostly been done at Popham.



g the MR2 up Fingle.
k - smugmug.com)

Putting this frustration behind us we started from Haynes at 2.28am and easily cleared the first two tests near Chard. The hills get serious when we got near Honiton. Last year this was as far as we got before the Celica 2ZZ engine played up and would not pull away at the start of Normans Hump. We got it going and it was then caned up Clinton which we cleared then at the top we had to stop when a Marlin had blocked the exit road and was attempting to change a wheel with the original Leyland jack and wheel brace. The MR2 would not start again so we changed their wheel in exchange for a push start and we then made a run for home as it was obvious, we were going to cause

ourselves much greater trouble by continuing.

For this year the original IZZ engine is back in place and running well so using knowledge gained from a walk around the woods in September (5 Clubs Wiscombe is just along the road) I was able to advise Paul about tackling

these steep rocky tests. We cleared the restart of Norman's Hump and Clinton and then moved on to less severe tests at Waterloo and Stretes. We managed Passaford Lane without repeating earlier stupidities when we did the restart when not required thus earning a fail and got to Crealy Park Control where we had a one-hour rest halt.

Being clear to this point was a new experience which was made even more welcome as dawn broke and we started to feel more human again. We refused the breakfast on offer at Crealy and decided on a small detour to Macdonald's which is close to Quikfit whom we have had to use in the past. Scene of the classic Quikfit response – What's a tube?#

It was good to have already eaten because the morning tests started at Kingswell Farm and there was a very strong unpleasant smell around this farm. The test has not been a problem for us in the past and access is via a bridge over the A30. We were surprised to join a queue and parked up in the middle of the bridge. We watched a few competitors tackle and fail the mud bath of a test. The MR2 changed colour from Blue to light grey in about 2 minutes it also gained the subtle aroma of Eau de Slurry as we had decided that speed was the order of the day if we wanted to clear the test which we did. Later back at the Toorak Hotel in Torquay you could easily pick out competitors from the dark side (Motorcyclists) who had done the Main Trial and done this test from their colour and perfume.

Following are the historic tests which I had read about in articles by W.B. in Motorsport when a young man learning about Boxing Day Exeter's. Tillerton Steep, Fingle Hill, Woosten Steep, the clue is in the name, all rough and challenging and were all cleared. On every previous attempt I have managed to get us lost on the run out to Morton Hampstead after Woosten but this year I put a different interpretation on the roadbook text and we were fine. Next follows what I consider to be the crown of trialling, Simms Hill, just outside the village of Islington. It is the most difficult hill you could imagine which has a rock step followed by a section which is 1 in 3.5 in gradient. The crowds attracted to watch are knowledgeable and enthusiastic and this all takes place with the cooperation of the locals who embrace the trials presence. A car park run by the locals has a shuttle bus taking spectators to the hill. The la-

dies of the village put on refreshments in the parish hall for spectators and competitors. We have to take a half hour rest halt and the quality of the fare on offer is such that their takings are always in four figures.

Back to the hill, we have a restart. We go around the corner and stop – Paul tries to pull away a we do not move. We start to bounce and the car starts to creep slowly forward and we can hear the crowd starting to cheer. We move slowly towards the step and stop just before. The crowd lets out a huge “Ahh ---” The crew in the car said something rude. Two hills to go and we work out that if we clear one, we will earn a medal. Such thoughts are put at the back of our minds as we cross the road to Tipley. Failed in the past by our lack of momentum I persuade Paul to ignore the noises from under the car and give it lots particularly through the Class 8 restart section. We get through and know that if we avoid a bit of unfortunate hair splitting which can happen we should get a bronze medal.

The topsoil changes colour to red for the final hill at Slippery Sam just outside Torquay failed by us in the past because we had not mastered the controlled aggression required. Using a little extra momentum than in the past we clear the hill which should mean we get a silver medal. The atmosphere in the car was that we were a bit chuffed.

We have attempted the last four Exeter's, finished twice and have a nearly complete box of excuses and stupid errors. We will be back next year armed with the confidence gained to avoid the stupid mistakes. The event does not cost much to enter and a car can be put together for not much. The rewards are immense in terms of overcoming a big personal challenge but you do have to overcome Bob Bellerby's reaction after the Allen when he described Classic Trialling as “cruelty to cars”.

This article was written before any results came out. As we had almost predicted we were in the bronze medal award category when the provisional results came out having been recorded as having a stop on Tillerton which had not happened. Checks were made and fortunately the start crew could not recall an MR2 coming back passed them so a silver medal was our reward. Still room for improvement next year.

Mike

Making a Radical Move

As some of you may know I have been double driving with Simon Clemow for a while now, initially in his Force single seater after he kindly offered me a full season back in 2016.

Unfortunately the engine let go at Combe in 2017 and after a lengthy session off the track and with the Lancer standing in during 2018 we decided it might be a better option for us to step backwards slightly and choose something a bit more robust going forwards. In the meantime I fancied a crack at the MX5 Challenge and Simon had the Force back up and running and taking Class wins again so mid 2019 we started seriously looking for the next candidate for the 2020 season.

Simon had previously owned a Radical Clubsport and it was what we were after, we also had the other Radical models in sight and limited it to Club / Prosport, PR6 or the newer SR1 models. The SR3 is a much bigger car and not really suited to hillclimbing / sprinting and the SR8 was out of our budget. A few cars turned up in the classifieds but nothing really grabbed us until our car came up as a near complete SR1 needing finishing.

A call to the seller and lots of messages and pictures in the next few days painted the picture of what the car was....a previously damaged 2015 SR1 with a repaired chassis and ground up rebuild. Not exactly an ideal candidate on paper but a trip up to Leicestershire and meeting Rich seemed worth the time, so we hopped in the car that weekend to see it.

Rich runs a company called RLM racing and is a Hyabusa engine specialist and also preps Radical cars. He originally bought the car to race with his customers but time and other pressures meant he was parting with it, we also found out he worked at Radical for twelve years so knows these cars as well as anyone. The chassis work looked great, it was all done by Radical themselves on the original jig and was then powder coated and fitted up with all new panels.

All the suspension components were checked and recoated, three way Intrax



Damaged chassis was fixed and checked on a jig by Radical themselves

uprated shocks fitted, Rich fitted a newly built stage 2 1440cc engine and the whole chassis looked brand new. Added to the fact the car had an AIM data logging / camera setup installed, paddle shift with an auto-blipper for fully clutch-less gearchanges we thought this was a great buy. The engine hadn't run and the chassis needed a full check over for bolt tightness and finishing but nothing worth worrying about....apart from the elephant in the room.

The Bodywork. It was clear how the bodywork hung on the car was a mix of various bits of unknown origin, the plus side being that Rich had a spare front nose, splitter, rear body and both side pods which were most of the original parts but all damaged to various degrees. He also had three spare rear bodies and a spare nose in reasonable shape, all to be included at the right deal.

We left Rich to grab some lunch and have a chat about the car, we definitely felt it was the right car for us but looking at the amount of work required to get it up and running we set our budget and went back to discuss. We couldn't settle on a deal there and then but were close and left it on the table and headed home. Over the next couple of days we hammered out a deal to include running the engine in and a dyno setup plus the spare front and one rear body on the basis he'd fit it in around his existing customers. A few



The elephant in the room, the bodywork.



Much more impressive is the business end (Stage 2 1440cc engine)

weeks later and we went to pick it all up and setup my garage to start the re-build process.

When we had a good poke over the car and it was clear Rich and his guys had done a very thorough job with just a list of minor jobs and a full spanner check required. The suspension needed fully setting up which we had planned and we got onto thinking about the bodywork.

We've both done some minor stuff on cars before but this was much more significant than any other previous efforts either of us have done. Needless to say it turned into a much larger project than either of us had bargained for.

More on the Radical project next time...

Dave

Drive-By

“Ha, ha, ha, ha... that’s so funny!” “Oh, Christopher, do try to grow up...”

Blimey, if I had a pound for every time I’ve heard that comment in my life, I would probably now be regaling you with tales of my most recent supercar purchase and how my latest Lear Jet is far superior to its predecessor for my trips to my private Caribbean island.

It’s not really my fault you know, as historically, and much to the constant embarrassment of our lady folk, the men in my family are a bit notorious for finally reaching maturity around the same time the rest of the male species is celebrating retirement.

But I think finding humour in the things that crop up in my travels through what we each understand to be our daily lives and not treating life too seriously is not a bad way of living, even if it’s perceived as being rather immature.

So what was my latest admonishment for? Well, one of the TV channels I regularly watch obviously has advertisement breaks, and in amongst the usual fare of endless opportunities for gambling away the children’s inheritance, and being able to then borrow money at interest rates that appear to match the free-phone telephone numbers for the lenders in question, there are regular adverts for equipment to help people with mobility problems, usually the elderly.

No, no, don’t get the wrong idea, I’m not the sort of person that mocks people with any form of issue, far from it. And, let’s be honest, I’m probably going to have to be considering such equipment for myself in my dotage.

No, what I've discovered is recording my programmes. Okay, not exactly the recording, but the fast forward facility afforded by such to whizz through the adverts and that my cable TV recording system allows one to do this at something approaching 10 x normal speed if you press the button three times.

And then you get... just the funniest unintentional scenes you could wish for and possibly even better than some of the comedy programmes on air.

Try it for yourselves: find a channel with the mobility equipment adverts, record a couple of programmes to ensure you've got a good mix of the various equipment on offer, and then sit back, hit max fast forward and enjoy.

Because when you do, you can't help but laugh out loud at the sight of an elderly gent on an electric mobility scooter flying around members of the general public like the cones on a really fast Autosolo event, or the incongruous sight of an equally elderly lady on her mobility scooter apparently belting along an unpaved country lane like it's a WRC special stage!

My favourite though, is the elderly lady using one of those armchairs that have a motorised seat to help the person get to their feet - on superspeed fast forward she's being launched like it's some sort of medieval catapult, bloody brilliant!

On the next couple of pages is an automotive related crossword that I've put together to help entertain you for a possibly perplexing hour or so. A bit of a different numbering system but easy to work with. No prizes for the winner but hopefully it's a bit of fun – answers in the next Drive By.

Chris Dymock

Clues Across

- 1 – Founder of Lotus Cars (5/7)
- 2 – Wheel diameter measurement (4)
- 3 – The Ulster Rally is held in this part of Ireland (8)
- 4 – ‘Quick’ ___ Elford. Sports Car, Rallying and F1 driver (3)
- 5 - And 4 Down – Post WW2 German ‘Flower Power’ darling (10/6)
- 7 – British manufacturer from 1895. Produced by Daimler from 1930. 1st to use disc brakes (10)
- 8 – Shortened name for the Infamous ‘Green Hell’ German Circuit (4)
- 10 – Not travelling in a straight line when you turn the steering wheel (9)
- 11 – Latest version of this Toyota has lots of BMW bits (5)
- 12 – First aerodynamic Lotus designed by Mike Costin (4)
- 12 – Slang for a Jaguar car ‘Big ___’ (3)
- 13 - Mr Spock’s track day-only Aston Martin (6)
- 13 – Dial indicator for petrol, oil pressure, amps, speedo, tachometer etc (5)
- 15 - Iconic East German 2-stroke car for the masses (7)
- 16 – Triumph’s competitor to the sprite/midget (8)
- 18 – Czech manufacturer of 1930’s streamlined cars and a big influence on Ferdinand Porsche (5)
- 18 – Boot badge for system that replaced carburettors to get fuel into an engine (3)
- 19 – A 2-door model of the Alfesud (2)
- 19 - ___ Salvadori. Winner of 1959 Le Mans with Carroll Shelby (3)
- 19 – Round black rubber thing (4)
- 20 – Manufacturer that replaced its model P6 with the SD1 (5)

Clues Down

- 1 – America’s sports car (9/8)
- 1 – Triumph’s prefix for its range of sports cars ending with the 7 (2)
- 2 – Small Kia, large Brazilian city (3)
- 3 – Ford’s luxury car division and named after the United States civil war President, perhaps? (7)
- 3 – Fit a bar to anti this dynamic (4)
- 4 – British car with a glassfibre monocoque and a Hillman Imp engine. ___ ___ Crusader (4)
- 4 - See 5 across (10/6)

5 – Famous USA
Ferrari endurance
racing outfit (4)

6 – To constantly
pull to the left or
right when driven
(4)

6 – What an en-
gine’s doing
when it’s idling
(7)

8 – Manufacturer
of braking system
parts (3)

8 - Opposite end
of a race to the
finish (5)

9 – Swedish
200mph supercar
manufacturer
named after its
founder (10)

10 – BMC stars of
‘The Italian
Job’ (5)

10 – British man-
ufacturer of the
Elf (5)

11 – _ _ _ Group. Owner of Peugeot, Citroen, DS, Opel & Vauxhall (3)

12 - Maker of Micras (6)

12 - The back of a car (4)

12 – Fearsome TVR model of old and the name of the new TVR (8)

13 – AC sports car that famously became the Cobra (3)

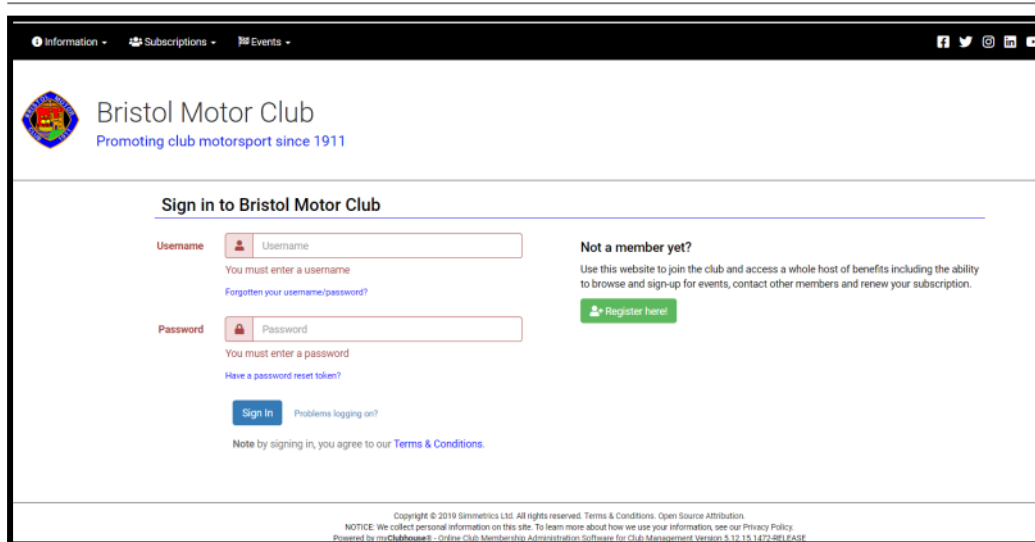
14 - Treacherous winter conditions (3)

14 – Triumph boot badge indicating it’s not a beam axle at the back end (3)

15 – Estate version of Vauxhall’s latest repmobile (8/6)

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Joining/ Renewing BMC Membership



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

Joining BMC or renewing your membership couldn't be simpler, just visit the following web-site: <https://my.bristolmc.org.uk/> and follow these steps:

To Renew*:

- 1) Choose the Sign-In Option
- 2) Enter your Username and Password
- 3) Go To Subscriptions
- 4) Chose who to renew
- 5) Accept Offer
- 6) And Pay

To Join:**

- 1) Choose the Sign-In Option
- 2) Register Your Details
- 3) Go To Subscriptions
- 4) Accept Offer
- 5) And Pay

NOTES:

*Any member who has not paid their membership renewal by 31st March will cease to be a member of the club (See Under 4.7 of Bristol Motor Club's Articles of Association).

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

BRISTOL MOTOR CLUB



MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

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

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

DECLARATION

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

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

Signed

(Full Member; and Associate if applicable)

Date

For further information email ajthompson73@virginmedia.com

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

FOR CLUB USE

Date received

Membership No(s).

Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

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

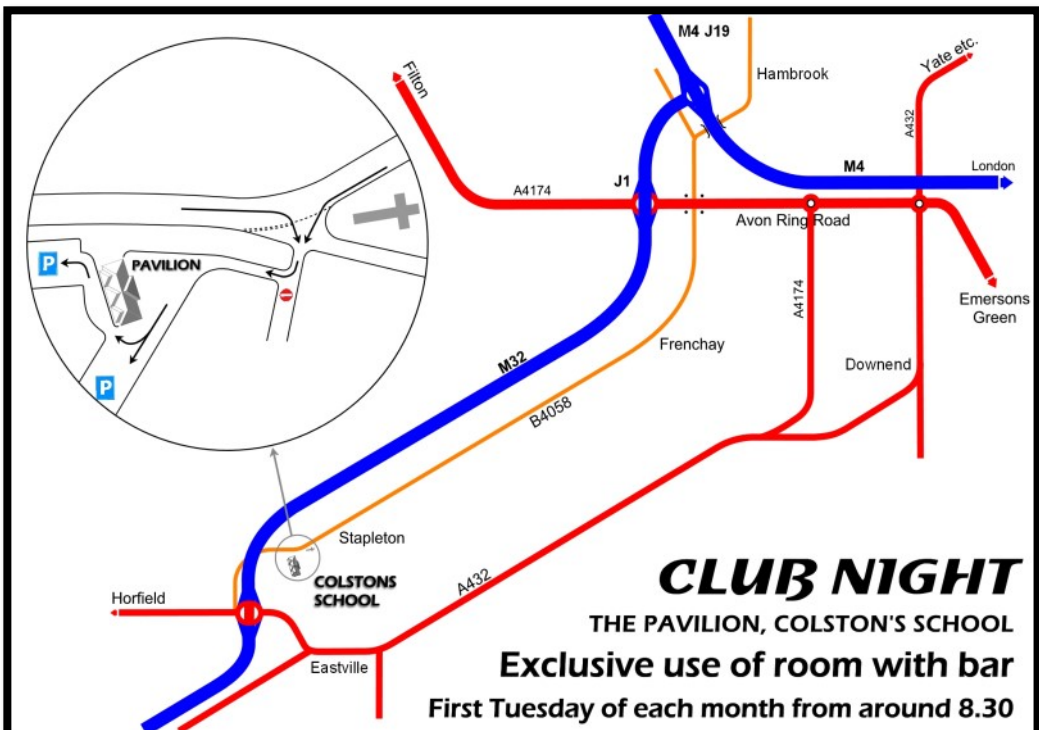
Security for your information

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.



Need somewhere to store your competition vehicle?

We offer a storage facility in South Gloucestershire next to the current club stores catering for 13 cars. Each car space is 2.45m x 4.95m.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

BMC 2020 Events Calendar

Date	Event
Tuesday 7th January	Club Night
Friday 17th January	Family Karting (Avonmouth)
Friday 24th January	Winter Navscatter
Tuesday 4th February	Awards Night
Tuesday 3rd March	Club Night
Saturday 21st March	Great Western Sprint
Tuesday 7th April	Club Night
Friday 24th April	Llandow Track Day
Tuesday 5th May	Annual General Meeting and Buffet
Sunday 10th May	Westonzoyland AutoSOLO
Saturday 16th May	Llandow Sprint
Tuesday 2nd June	Club Night
Tuesday 7th July	Club Night
Saturday 18th July	Dick Mayo Sprint
Sunday 19th July	Classic and Performance Parade
Tuesday 4th August	Club Night & BBQ
Saturday 15th August	Llandow Sprint
Sunday 16th August	Pembrey Sprint
Tuesday 1st September	Club Night
Saturday 5th September	Wiscombe Hillclimb
Sunday 6th September	Wiscombe Hillclimb
Sunday 13th September	Westonzoyland AutoSOLO
Tuesday 6th October	Club Night
Friday 23rd October	Autumn NavScatter
Saturday 31st October	SuperCar Saturday
Tuesday 3rd November	Quiz Night
Sunday 8th November	Roy Fedden Sporting Car Trial
Sunday 29th November	Allen Classic Trial
Tuesday 1st December	General Meeting and Xmas Buffet