

# Driving Mirror



Lockdown Special

Mar - Apr 2020

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*(Cover shot: Alan Want's Garage includes Memorabilia and Lockdown essentials. More on page 6).*



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**The next Driving Mirror deadline is  
Friday 5th June 2020.**

Please send any words and photos you have to: [Matt.Nichols1@btinternet.com](mailto:Matt.Nichols1@btinternet.com)

# Chairman's Chat



Wow what a response, I put the word out to help fill what was rapidly looking to be an empty Driving Mirror, and respond you the good people of Bristol Motor Club certainly most did. We have what can only be described as a bumper edition.

It is true, there's been a bit of recycling, nothing wrong with that of course, but mostly you'll be enjoying a rich supply of new and original material. There's even a Daytona 500 supplement to pull out following a recent trip across the pond by Andrew and Alison Bisping.

The Bisping's were of course lucky to get that trip in before all non-essential travel was stopped. Something that was quickly escalated by some Police forces to checking and challenging the 'essentials' in peoples shopping trolleys. Ridiculous of course, and the position immediately clarified by Downing Street, if a shop is allowed to be open, it can sell what it likes. Hopefully common sense will prevail, and lets all be proud that most people have Stayed at Home, Protected the NHS, and in doing so Saved Lives.

Not always easy lets face it and extremely tempting to take your road legal competition car out. I've thought about it, you know for an 'essentials' shopping trip, but I've decided against, as it sends out completely the wrong message. A bit like the sound of high performance motorcycles that can still be heard battling around on occasion, usually in pairs. Now is not the time.

Enjoy the magazine and supplement, opposite is the latest bulletin from Motorsport UK, fair to say events up to and including July are in the balance, anything after that we can only hope.

*Matt*

The COVID-19 pandemic is, of course, having a huge influence on society. We recognise this is a very difficult time for everyone, including the motorsport community, and are aware of the impact on small businesses and other organisations that are part of our industry. At this point, motorsport permits have been suspended until 30th June, but Motorsport UK is continuing to operate. Thank you for your ongoing support.

#### Contacting Motorsport UK

Motorsport UK is continuing to operate, with the Membership team available to deal with general enquiries and they can direct specific calls to the right expert. Motorsport UK has established a fully operational remote home office network that allows us to maintain our service to the community. All emails are being picked up and the organisation phone numbers are on divert.

#### Resumption of the motorsport season

Motorsport organising permits have been suspended until at least 30th June. This is an evolving situation, and is subject to Government advice, and we will issue updates as soon as there is any change. We understand that clubs and event organisers need as much notice as possible in order to assess whether their events are likely to go ahead. Motorsport UK will take a responsible approach on the resumption of the motorsport calendar, following government advice and consulting various stakeholders in order to make the right decision. The safety, health and wellbeing of our community, and the whole of the country is paramount.

#### Championship calendar rescheduling

Motorsport UK has granted an exemption under the General Regulations so that Organisers will be able to amend their Championship calendar without the requirement to obtain the written agreement of registered competitors for it to be accepted. The organisers will simply provide to Motorsport UK a revised calendar prior to publication and we will authorise it as an amendment. On the same basis organisers may amend the minimum number of rounds to count towards the overall Championship.

# Anyone Else Want a

I consider myself relatively lucky to have an attached large garage and workshop. Built on the pretence that my wife could have a utility room the garage and workshop somehow dwarfs it, not sure how I managed it. No cen-



# Mancave Like Alan's

tral heating but you don't need it that much. As you can see from the photos its mini and MG orientated plus a few family mementos, better than wallpaper!

*Alan*



# Brendon on blown Escorts & Capris

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**M**y first car was the classic teal blue, Mini, 1972, more rust than metal. Souped up with a cooper head, twin carbs, LCB (now lets see how many of you know what that means, it will show your age!), and big spot lights.



**Brendon's first car, a modified classic Mini**



**Magnum had appeal, but was slower than a MK1 Astra**

The floor rust holes at least served to let the accumulations of rainwater out. They leaked like sieves. One's first car is always dear to one's heart. Mine was no exception. I wish I still had it. I then moved on, sensibly, to a, wait for it, yep obviously a blue 2.8GL Auto Granada. What a lovely comfortable thing that was after a Mini. Bought primarily for a road trip in Europe with some mates.

That was replaced by a tango orange Vauxhall Magnum, with 4 headlights! Slant 4, 1800cc engine. Rostyle wheels (again age check). It was so slow compared to the newly released FWD, OHC Astra.

It had to go. What would give a poor young bloke a big bang for the buck?

No decision really, I had long coveted my then girlfriend's, brother's black, JPS, 3.0S Capri, Series III. What a noise that made. So I went out and bought a gold one with black vinyl roof, on a rainy night in London, where I was working.



**Slightly crazed 3.0 Litre Capri evolved into a Sprint/ Hillclimb car**

You know the standing advice about never buying a car in the dark, or the wet. Well I proved it all. In the daylight the paint revealed itself to be suffering from, the common at the time, crazing issue.

Anyway it went like stink (for the time) sounded totally gorgeous and went on to be my first competition car. Heavily modified, the suspension was tamed with additional axle links, aka the Escorts of the day. The motor was supercharged, with a Wade blower. Great fun. Sadly I totalled it at a sprint, at Boscombe Down, which bent the chassis and left me with a headache for about 3 months. (despite wearing a helmet).

My daily runners by this time, were a series of company cars. Starting with Cavaliers through Mondeos to Jeeps. Not sure I can be bothered to talk about those. Too mundane? But I would say that the Jeeps were the most unreliable thing of all time. One of them managed to fail at the same spot, when towing a trailer back from Wiscombe, on two successive years. Go figure. Ley lines?

Following the Capri, and being totally addicted to the Hill Climbs and Sprints,

I purchased a RS2000 Mk2 Escort. In need of renovation shall we say. I rebuilt this from the ground up. Starting with the original engine, this was then replaced by one of Mike Ridges old units (never raced or rallied!). This in turn was replaced by a supercharged unit. Again all home brewed. This was competed in for many years, but now mothballed due to family duties and MSA annoyances.

The Escort is totally amazing to drive. Being so intuitive and so much feedback. You can see why they were so dominant and still favourites in the historical categories. Of course for the clubman, there is just so much equipment on the market as bolt on, rally proven modifications.

Hopefully it will be recommissioned in the not too distant future and flung up some hills again!

Take care of yourselves these worrying times!

*Brendon*



**More familiar to most, Brendon's Supercharged MK11 Escort at Llandow**

# Mark Benstock is the 'Cone Man'

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*They are just like family and I miss them so much...!*

Strangely Mark, I think we all do. The labels were from a Cheltenham MC initiative some years back - sponsor a cone for £5, I was setting up for a rally and they were both still in tact having been used for about 10 events. Although many others had made the ultimate sacrifice over the years.

If anyone is really bored, we have about 100 in stores that have been separated from their bases and we have never really found the time (or inclination!!!) to re-unite them.

Let's hope the cone families all make it out again soon.

*Mark*





# Virtual Racing - Forced Majeure

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As a club, we moved forwards over the winter with lots of planning for an even better 2020. As a committee, we decided that the motor club's live streaming was a good test in 2019 and we agreed to invest money in kit to improve the show. We also started a new championship for road cars up to two litres in the form of the Bristol Two Litre Cup.

The lockdown didn't prevent the season from starting. Whilst we didn't manage to run any events ourselves, our Bristol Two Litre Cup kicked off at Clay Pigeon Raceway. It was a pretty small entry for the first round with just 7 entries, but it was a stellar entry list.

Former Vincenzo & Sons Bristol MX5 Challenge winner, David Newman, was an obvious headline act in his wonderfully soundtracked MX5, with former Bristol Clio Cup championship contender, Rob Thomson likely to do well in his Clio. Donald Gay had entered into another class to gain ASWMC points, but was also likely to be strong and it was those three who took the podium places. Ryan and Steven Lock also joined the championship.

Julie Clemow and Phil Oliver were returning to the sprint paddock for their first season in some years, both in MX5s and double-entering the Bristol Two Litre Cup and Vincenzo & Sons Bristol MX5 Challenge. Julie has not done a season for more than a decade, whilst Phil Oliver has had a few seasons off since he sold his previous MX5, which has won the last two seasons.

It wasn't the best of weather, as rain soaked everyone, but it did dry out for the final run. We've seen how the top 3 panned out, but the remaining four finished in the order of Ryan, Julie, Phil and Steven. It was a close run thing with 0.47 covering Julie and Phil.

So after one round, David leads the championship. We have lost rounds 2, 3,

4 and 5 to the virus, so the next rounds will be the Dick Mayo Sprint in mid-July and the Welsh double-header in August. We hope to add the Manor Farm Hillclimb in September as the season finale in lieu of the cancelled event in June with the best 4 to count. Whether that turns out to be possible, we just don't know.

For the live streaming, we formed a team of half a dozen people to design, build and run a system with 4 fixed cameras, 3 mobile and a paddock camera. We even had a commentary team lined up. Just a few days prior, the Great Western Sprint was cancelled and all that excitement was put on hold for whenever we have another event. We did manage to get some live streaming running though.

When we were all instructed to self-isolate, a few members took charge of organising races, sprints and a time trial championship on the PlayStation. A load of people have entered and we're now 3 rounds into the championship. Get involved if you have a PS4 or can purchase one.

*Andy*



# Blast from the past, Reon F750

I have been rummaging through some old photos recently and came across some photos when I started Hillclimbing in 1980, a worrying 40 years ago,



**Hand painted brush strokes longitudinal to 'aid' aerodynamics..!**

The car was a Reon F750, we brought it because it was cheap, as you do when you are young and skint most of the time. We discovered when we got the car home that it needed a fair amount of work to tidy it up and make it compliant.

The car was basically an aluminium monocoque with the 2" x 2" chassis rails, as required for F750 to align with the original Austin Seven, at the top and a few brackets for suspension mountings.

Things were simple, we hand painted the car, brush strokes longitudinal to aid streamlining! Fitted an average size car battery which would start it as many times as needed during a meeting, so no heavy batteries on a trolley to worry about, single carburettor,

We did take the 22mm restrictor out, as required for F750, fitted a simple seat pad that could be taken out if it rained and even a clip for an umbrella for use in the top paddock.

Needless to say we were not competitive, even when in the up to 1300cc class, but it was fun competing against each other.

*Chris Burnell*



**Off the line, most fun was from competing with each other**

# Querky Quiz

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I say! Ding Dong, A Dastardly short story where the blanks represent either a Make or Model of a Car (past or present):

It was a \_\_\_\_\_ day as the playboy with an international reputation drove along the \_\_\_\_\_ between Cheltenham and Oxford. He was heading for London with his \_\_\_\_\_ for a \_\_\_\_\_ reception and concert.

As he held her hand, he felt the \_\_\_\_\_ engagement ring he had given her. He recalled some of the conquests that had made him a \_\_\_\_\_ in his own life-time. As a school \_\_\_\_\_ he had been \_\_\_\_\_ compromising position in Jamaica's \_\_\_\_\_ Bay with the wife of an American politician. The Republican \_\_\_\_\_ from \_\_\_\_\_ in Texas had greeted him with an "\_\_\_\_\_ partner", but had gone for his \_\_\_\_\_ 45 when he had found our hero trying to get his wife in the \_\_\_\_\_ position.

As he drove towards the concert hall, he knew that his \_\_\_\_\_ attitude to life was over. No longer would he play the wild \_\_\_\_\_ and make a \_\_\_\_\_ all the girls he met. As he left her at the stage door, she said "I'm so worried about this performance, I played so badly at rehearsal this afternoon". "Don't worry \_\_\_\_\_ be alright on the night" he replied. "\_\_\_\_\_ and park the car, and don't forget to pay the \_\_\_\_\_ the pay booth" she said.

It was a glittering occasion with a celebrity audience. He had already spotted \_\_\_\_\_ Alexandra, and her daughter \_\_\_\_\_, Anna \_\_\_\_\_ and Johnny \_\_\_\_\_. His Fiancée gave a faultless performance of her Bach repertoire, the Chorale \_\_\_\_\_ and the Double Violin Concerto in D \_\_\_\_\_. Her performance was a \_\_\_\_\_ and was met with a universal \_\_\_\_\_.

In her flat later, getting the supper ready, our hero sensed that something was wrong. As he took the pie from the \_\_\_\_\_, the feeling of moving through life together with one \_\_\_\_\_ seemed to have gone. "I can't marry you" she cried. "Our whole life is a \_\_\_\_\_. You are too small for me, in fact you are nearly a \_\_\_\_\_". He walked around the room in a daze, collection his \_\_\_\_\_ balls, his copy of James Clavell's \_\_\_\_\_, and his favourite records, Abraxas by \_\_\_\_\_ and \_\_\_\_\_ Espana.

Sadly, he kissed her goodbye, stepped out into the street and walked to the distant \_\_\_\_\_.

There is a total of 39, answers on Page 42.

*Nick*

# John Hayes

I am writing this at 3.15 pm on Friday 27 March. What is significant about this? Well, John Hayes funeral is currently taking place. Because of the current restrictions attendance it is limited to 20 people, so family only, but I thought writing this would be the next best thing.

John died suddenly at the end of February, after suffering a heart attack whilst attending to his canal boat during one of the recent bouts of storms and high winds. Whilst a massive shock for his family and friends, he would have hated some of the alternatives which could mean not being able to enjoy life to the full (as you will get a flavour of below!), so I guess it is what he would have wanted.

I first met John in 1988 when I volunteered to 'help out' with the running of the Allen Trial. Help out was quickly translated into being Clerk of the



**John and the family four up in his Dad's Morris 10 on the 1986 Lands' End Trial at Crackington (Picture: Mike Jones).**

Course; taking over from John who ran the event in the preceding six years. He was responsible for turning the event around with a format on which the current trial is largely based. John was also responsible for finding and negotiating the use of some of the Sections we still use today.

In writing a few words about John you cannot do justice to his life in a few paragraphs, it would take a book (or indeed several) and many many of us will have such wonderful stories of our times with him. John certainly was 'can do' before the modern buzzword was invented.

Most of the tales surrounding John involve some sort of mishap. His business was running JFH Plant Hire, which was very handy when it came to repairing trials hills. This normally resulted in something being broken, destroyed or a near death experience. Having to jump off a piece of his own plant whilst repairing a (long and steep) hill for the Edinburgh trial as it careered to the bottom because the brakes didn't work properly (yes I know!) and completely trashing a pneumatic drill compressor whilst extracting it from an Allen hill after a repair job are just two examples.

On a similar subject, there was the occasion John was repairing Fingle Bridge, used on the MCC's Exeter Trial. Fingle is not overly challenging but probably the longest Section on any trial with lots of tight bends. Again John drove down in the Transit towing a compressor. After completing the job and arriving at the bottom John realised that the van (being of the twin rear wheel variety) wouldn't fit across the narrow bridge. So, he swung around it and fired the whole lot up the hill to become the first (and doubtless last!) Transit towing a compressor to clear Fingle, including a restart when the compressor turned over...!

Then there is rolling his Ford Pop on Burlledge on the morning of the Allen. Puncturing the fuel tank on his Lea Francis on Big Uplands whilst taking Ken and Gwyneth Buckle out for a 'drive in the country', the list is simply endless. JFH Plant Hire had an interesting selection of company vehicles, including a



**John's Ford Pop 'Gruyere' (Picture: Paul Jones).**

Carmichael Commando (essentially a 6 wheel drive Range Rover) and a fleet of FSO pick-ups (younger members may have to Google those!). Being Fiat based their weedy standard engines were easily replaced with 2 litre Fiat twin cams, with which John's fleet were soon fitted. The result was interesting to say the least and obviously John used the performance to full effect, including putting one through a dry stone wall whilst officiating on the Cotswold Clouds trial!

John's most famous car (allegedly originally acquired in return for half a day's mixer hire!) was his Ford Pop 'Gruyere', built with the objective of being the first front engined saloon car up Crooked Mustard on the Cotswold Clouds, which of course he succeeded in doing. The name came from the fact that in order to make the car as light as possible there were holes everywhere, even the door hinges!

One final incident that lives in my memory was John's performance at a rights of way public enquiry. The aim was to prove historical use. John stood at the front and showed a picture of his Father's Morris 10 (the one in the picture) parked in the said lane. He then went on to tell a very poignant story how his Dad would regularly drive along the lane so his Mother could pick berries to make jam, which she would sell 'to supplement the meagre family income'. Afterwards I said to him that everyone seemed quite moved by his touching tale. 'Did you like it?' said John, 'it's not true, I just made it up, I've no idea where the photo was taken.....'

John parted company with the Bristol Motor Club in the late eighties after a run-in with Dick Mayo. John and Dick were similar in some ways, with both being very passionate about things and not backwards in coming forwards! The problem was their opinions were often diametrically opposed and it was always going to end in tears. However, John carried on helping with the Allen Trial in the background and remained a Club Steward.



**John at our Combe Centenary event with his Lea Francis Motorcycle  
(Pictures: Paul Jones).**

John touched upon the lives of so many people and innumerable subject areas. He was simply the most sensible, positive and inspirational source of motor engineering, event organisation and indeed general life advice that you could ever wish to meet and above all a great friend. This will not be 'Section Ends' as far as JFH is concerned, our memories of the man and his achievements will last forever.

The exit music at John's funeral was Dire Straits 'Walk of Life', which sums it all up well. Our thoughts are with John's partner Val, his son's Tony and Lee and the family at this sad time. And finally, John's sons are considering a memorial service at a later date once we are through the current hiatus. We will of course let club members know details if this happens.

*Mark Tooth*

With thanks to Mike Jones for his assistance and some of the words.



# Introducing the NEW Motorsport UK Learning Hub



Motorsport UK is delighted to introduce The Learning Hub – the new, online learning platform for Motorsport UK members.

Whether you are an Official, Competitor, Marshal or Event Organiser, The Learning Hub aims to provide an easy to use and time-efficient online learning experience which will help you enhance your skills and prepare you for the role you have chosen to undertake.

The new platform will enable you to read articles, watch videos, complete knowledge exercises, interactive modules and much more.

Simply log in to your **Members Area** on the Motorsport UK website and follow the instructions from there.

If any members have any questions, please email us at **[training@motorsportuk.org](mailto:training@motorsportuk.org)**

# A Radical Amount of Dust

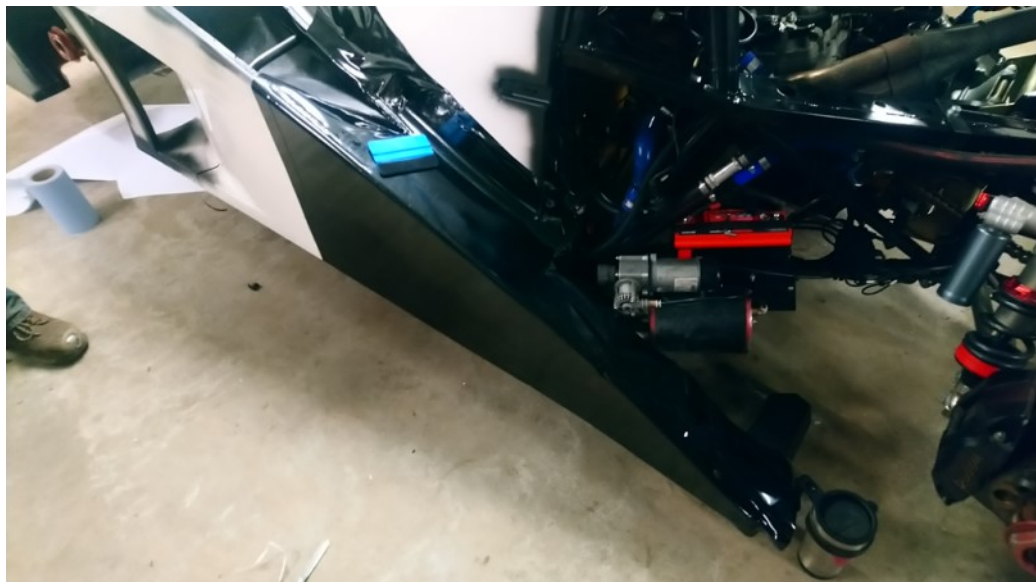
Carrying on from the last article we moved on to sorting the bodywork and bought all the materials for fixing the various chips, cracks and scars in the body panels.

It rapidly turned into a mammoth routine of filling and sanding again and again to get a reasonable finish so we could apply the final colour. We spent days on this and were getting to the point of being completely fed up with it and even getting Simon's son Joe to lend a hand blocking back the body. Decent bodywork sets sell for around three grand so we had that motivation along with getting the car done!

Eventually though we were getting to the point of being able to apply paint so the shuts and edges were all done in ZG-90 (excellent stuff for those in the know) and then the next big phase could begin – the wrap.



**Lying down on the job**



### **First section of wrapping on**

We had some discussion about what colour we should go, with the number of repairs all over the panels we needed to completely wrap the car, so a full colour change made sense. We settled on black and orange so ordered up the materials and bright and early one Saturday in early February we started work. From very early on it's clear the guys who demonstrate this on YouTube are obviously very skilled and practiced with putting it on...it's not easy!

We ended up doing the car in various smaller sections and used a product called 'knifeless tape' which is brilliant and was the only reason we were able to do the job and also end with a reasonable result. It works by being laid underneath the edge of the wrap line you want to create, you then lay the vinyl over it and it contains a 'knife' string which you release and it cuts the vinyl along that length.

Yes, there are lots of flaws round it but it's a race car and also we can fix any damages ourselves going forwards rather than pay a Bodyshop to paint it which was a big draw in deciding to wrap rather than paint. We did improve

our technique considerably as well although it was around seven days labour for us to just wrap it start to finish.

The other main issue around this time was the front ride height, even at fully low the shock absorber was bottomed out and no amount of adjusting the corresponding pushrod would get it anywhere near right. We stripped out the shocks, trawled the internet for information but we just couldn't see what was wrong.

Simon messaged Josh Smith (Radical guru) and he went through things with us until he provided the answer, the bottom wishbones were on upside down! It turns out the SRI needs the shock mounts on the underside of the wishbone, a quick flip over and the shock and pushrod then fitted perfectly. Such an easy error as it looks right either way round. Sometimes product knowledge is what you need.

We also ploughed through the big list of other little jobs, like refitting the body clips, mounting the new rear diffuser, sorting out the wheels and tyres,



**Car prepped for first Llandow Test**

the list was almost endless. It was obvious at this point we need to prepare for a test day at Llandow as we'd not even driven the car and were really keen to get to know it and shake down any potential problems, so we decided to pause on the wrap as we could do that in between the test and the first event at Clay Pigeon.

We were pretty much at the end of the list with only the gearchange to test....only to find it didn't work. ARRGHH! The car has a pneumatic paddle-shift, so we set about working out how it works. There's an onboard pump and ECU controlled actuator so we took off the actuator as it wasn't returning correctly, we then manually selected the gears on the gearbox directly and that was all OK.

We traced it to the actuator being seized, so lots of PTFE grease was sprayed in until it finally freed off, we then refitted it and it seemed to work so we set it up the best we thought and hoped for the best at Llandow.

We also took the car down to Josh at Bridgwater College for the suspension set up and he kindly looked round it for us and gave us a few pointers on things to do, like lockwire the suspension bolts for example. Three hours later we rolled it back into the trailer with the ride height, camber, tracking and corner weights all set up, and a final weight figure of 514kg. We also took away some more carbon bits to help the aero package. Well you can never have too much carbon fibre, Eh?

Next time we'll report on the Llandow test, finishing the car and also how we got on at the Clay Pigeon Sprint.

*Dave and Simon*

# John Bingham on Staying Safe

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A great time to catch up on that major job you have been putting off ... If not now, then when?

I haven't had the need to get engine grime under my fingernails for a while. But I loved the challenge and satisfaction of doing a good job plus the reduced cost. I used to think you couldn't call yourself a true car enthusiast unless you had got down and dirty and held most of the parts in your hands.

Now vinyl disposable gloves beat Swarfega (original) any day. I used to mix in some sawdust and sand to really shift the ingrained dirt, also shifted some skin I suppose. Decreasing with Gunk first did get rid of some of the black stuff and both that and Swarfega had pleasant scents. Of course you only had to do this once, after a new acquisition, from then on then engine bay was kept pristine. Called 'detailing' these days I suppose.

What this is all leading up to is health and safety (groan) but it really does matter. The hand protection has been mentioned. Had I had vinyl gloves in my younger days maybe the skin on my fingers wouldn't split so easily now.

Planning is vital. How are you going to do the job and what tools are needed? There are many questions to be answered. Safe working cannot be over emphasised. Check, check and check again.

Consider the following photograph. The more you look the worse it gets. it might be a fake and I really hope it is!

But the message is clear - disaster is near!



Now we come to another vexation - the rusted nut and bolt or other fixing. I have used all manner of releasing fluids over the years. There have been various recipes such as olive oil mixed with nail varnish remover.

I came across the next picture which did strike an accord. If you are lucky enough to own or have access to gas welding equipment then you probably know that naked flames and cars are a highly dangerous mix.

Even small hand tools can have hidden dangers. Only use tools for the purpose they were designed for. Wood chisels are not handy screwdrivers and I once ruined a beautiful scraper turning a setscrew that had a very wide slot. An acquaintance lost the sight of an eye when using a drill bit as a drift to knock out a retaining pin from a brake calliper. Hit with a hammer it shat-

tered. If it is penetrating oil you are after the Classic & Sports Car gave Kano Kroil a very rare 10/10 rating.

# TOOL EXPECTATIONS



**PLEASE COME LOOSE**



**I HOPE IT COMES LOOSE**



**I WASN'T ASKING**



**YOU SHOULD HAVE LISTENED**



**CAN'T BE TIGHT IF IT'S A LIQUID**



This is my Morgan Three Wheeler bought as a running restoration (a wreck) for £50 in the mid 1960s. I spent a year rebuilding it, including the body from scratch. I caught up with life and my A Levels afterwards. Ford 1172cc side valve and low weight gave it an impressive launch which kept on till 60 when bump steer made you lift off.

*John*

# Winter Prep, A Dallara's Perspective

**A**s the SBD Dallara, I am always having bits changed on me, both my bodywork and the engine, Steve is always developing something new! Last winter I spent a lot of time away from SBD having a nice holiday, firstly at University of Wales, who had been doing a lot of aerodynamic work for me over the 2019 season, I had to have lots of bits of wool stuck on my wings, side pods, and engine cover.

Then when I was flying round the track, Kim took lots of photos so they could see which way the wool was pointing so they could find out what the air flow was doing. This resulted in changes to the wing flaps during the season, but in anticipation of more changes to be made during the winter rest. Artic 3d also scanned me whilst I was at the university ready for some new



**Dallara's aerodynamics were honed by University of Wales**



**Under the finely fettled bodyworks sits a potent 2.0L XE Engine**

bits of bodywork to keep me on the ground when Steve and Matt are flying round the circuit (always nice to make sure I stay on the black stuff!).

After that I had a long trip up to John Hansell at Fibre Lyte, who has been making the new aerodynamic parts, that Steve & Matt decided I really needed. While I was there, John made me a new engine cover to keep me looking smart and make me more aerodynamic, although it was made in carbon and looked very good like that, Steve got it vinyl wrapped to match the rest of my bodywork with days to spare before we were supposed to be going down to the Great Western Sprint.

Steve built me a new 2.0L XE engine over the winter break and it was tested in December at DTW Engines to make sure all was working properly, he is

always coming up with new components for me to test and I expect the coming year will be no exception, although I am not sure when I will be able to test them for him.

My brain (not Steve's, that gets taken out when he drives me!), my MBE9A9 ECU also has constant changes to test software before they can let SBD's customers use it. Steve usually lets Matt drive me first during the practice run at the events, because he is more sensible at testing the changes they make.

I was really looking forward to trying out everything at Castle Combe, Steve had even cleaned my trailer & tow car, so I was going to look extra smart arriving at the track.

My friend, SBD Westfield is keeping me company, but she is still having altera-



**Dallara's best friend, the SBD Westfield, packs a 376bhp EcoBoost**

tions made to her (as usual). She was also on holiday all winter, but at Alicool having a new cooling system designed. This has now been done but because of that, she has to have some new bodywork made (got to keep her decent!), so Steve has been spending a lot of time making her a new bonnet and nose cone.

Her 1.6L EcoBoost engine has been upgraded with more horsepower, she now has 376bhp and 341lbft torque (to be honest I am a bit jealous, but she can't go around the corners as fast as me).

She is very disappointed that she can't go out and try it at the Great Western Sprint because she just loves the long straight, her driver, Zoe is also disappointed. They were even entering the British Sprint Championship this year, to see how they fared against the big boys and girls.

Such a shame that this Covid19 stuck, but at least I can't catch it so I am not in isolation but keeping the SBD Westfield company while we can't go out and do our favourite thing on the track – go faster!

We are keeping our wheels crossed that we can come out and play this year.

*Kim Broughton*

# Drive-By

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“Sorry darling, we’ve what? Oh dear lord, will this nightmare never end ...?”

I don’t know about yourselves, but this remain at home thing is now getting beyond a joke - its only day ten of the government’s ‘don’t step beyond your own front door if you want to avoid the plague, pox and pestilence’ edict and Lynnette’s now informed me we’ve just polished off the last of the pheasant, lobster, caviar and Dom Perignon. Decent lunch though, in fairness.

And what with Fortnum & Mason tragically limiting home delivers to within the Home Counties and the everyday supermarkets unlikely to stock anything worth eating, we really are facing the greatest crisis of modern times - it’s positively the end of civilisation as we know it!

However, just as my forebears managed to ‘keep calm and carry on’ and uncomplainingly struggled through the deprivations of the two World Wars, I’ll continue our proud family tradition of making do in straightened times. And obviously obtain these absolute basics via the local black market, of course.

Especially after the (unnecessarily harsh and aggressive, in my opinion) astonishingly negative response I received when following Lynnette’s announcement I contacted the local volunteer organisation as their leaflet expressly stated they would assist with deliveries of essential foodstuffs; huh, they obviously don’t understand the meaning of essential.

Talking of harsh responses, I’ve also just received a letter from a top London legal firm threatening me with all sorts of (no doubt crippling expensive) action should I not ‘cease and desist’ with my tirade against car manufacturer, Toyota. Apparently the current pandemic is ‘Coronavirus’ and most definitely not Corollaviris... I really must get my hearing checked when we’re allowed out again.

Here's a thing – if we really are staring into the abyss and the end of humankind, it's interesting to wonder what a future visiting alien race would make of us: “the British were a bit odd, when faced with the apocalypse they apparently became obsessed with Italian cuisine and wiping their arses?”

Moving swiftly on; we are obviously also now faced with the desolation of the utter shutdown of our favourite sport(s) and have no indication of when, or even if, the F1 season or our own club events might commence this year?

Which means we're now in the unenviable situation of having to remain within the limits of one's own personal estate/home and having far too many hours every day trying to find something with which to entertain ourselves when we're not 'working from home' (as the daily and leisurely checking of the BBC News and Top Gear websites is now known - that could just be me, of course).

Presumably the Playstation Generation will while away the hours setting ever increasing personal bests on the various formats of their favourite motorsport games, and others of a more senior disposition (uhm, me...) will certainly take the opportunity to catch up with the overdue reading of Christmas present motorsport and motoring books that have remained untouched through lack of spare time.

In the same vein, in the absence of any current motorsport, we also now have plenty of time to catch up with past motorsport events via whatever media platforms you use – a couple of hours of Group C rallying anyone, or maybe a rerun of your favourite F1 season? Now's the time. (Be careful with this one when negotiating with your other half – Lynnette recently took delivery of the entire boxed set of Father Brown. Nooo...)

It's also a brilliant opportunity to crack on with a spot of DIY or, even better, working on that long neglected classic or racing car project that's been gathering dust and dead spiders in the garage since your epic success in that

less than sober, early hours Ebay bidding all those years ago and which you'll never be allowed to forget by your significant other.

Some of my own recent enjoyable pursuits include the always brilliant exercises of 'set a budget and see what is the best used car you can get for the money' and its equivalent for new cars, and then spending countless hours trolling through the numerous classifieds on Pistonheads and the like and driving yourself lightly insane as you endlessly contemplate the merits of all the contenders.

Top tip – best time to purchase a car will be just as we emerge from this crisis – car dealers turnover of stock and cash flow requirements should ensure some successful results to a little hard bargaining).

There we go, plenty of ideas to stave off the long hours of boredom. And my money's on a spike in the birth rate in 2021...

Finally, and being serious for a change (don't get used to it), my observations of this Coronavirus crisis and some of the associated stories that have been broadcast have proved to be immensely humbling:

Joining the vast majority of people in this country, we have been at our front door on a couple of occasions and clapped to show our appreciation and thanks to our NHS staff and key workers – they daily face the risk of the true consequences of this dreadful disease and doctors, nurses and carers have died from it.

A veritable army of local volunteers across the nation quickly organised and are tirelessly working to ensure that the elderly, immobile and vulnerable among us have deliveries of essential basic foods and have medicines delivered.

A Paramedic at the end of a 12 hour nightshift and who joined a queue at his local Lidl store to do some shopping before going home was ushered to the front of queue by those waiting in front of him, was handclapped as he did so, and was surprised when a stranger paid for his shopping at the checkout before he could get his wallet out.

Countless restaurants and bakeries whose traditional business crashed overnight are now providing free meals to NHS and emergency workers and also to the homeless for whom the food drop-off schemes are no longer available as people self-isolate (2020 - we really should be able to end homelessness, you know...).

An absolute raft of people are now on all forms of social media offering home study, advice on health and exercise, entertainment for all ages etc

One local chap recently raised over £26,000 for the NHS by running a marathon - in his garden! (Just over 7,000 trips back and forth if you're wondering).

Over 20,000 former NHS staff have returned to help out during the crisis.

The government asked for 250,000 volunteers to help the NHS with non-medical work – transporting patients, delivering medicines etc. Over 560,000 people volunteered so quickly that it seems likely the NHS will have around 750,000 volunteer helpers by the time you read this.

Also step forward all the local convenience store owners who remain open, all the warehouse personnel and delivery drivers keeping our shops stocked, all the shop staff working to keep the supermarkets and food stores running, all the bus drivers on whom so many rely for their transport needs, the rubbish collection workers etc, ad infinitum. And these are just a few of the thousands upon thousands of instances where our fellow citizens have carried on working or stepped up to help out in some measure.

Even when the virus threat is over, the associated financial ramifications will continue to affect us for a very, very long time to come. But it's not as if we haven't been here before.

2020 marks the 75th anniversary of the end of the Second World War, the greatest ever threat to our nation. Then, as now, the British people faced a common enemy, pulled together in a massive national effort and through sheer doggedness, hard work and sacrifice, won.

Since the war, they said we'd never see another generation like it.

They were wrong.

We may no longer be a great global power or even often win the international competitions of what we consider to be our own national sports but, as our history bears witness, when the situation is critically important and we're truly tested, the people of this nation shall not be found wanting.

Stay home and keep safe everyone, and I look forward to seeing you on the very first occasion possible when we're safely through this thing and allowed out to play again.

*Chris Dymock*

## **Answers to the Querky Quiz (Pages 18-19)**

Sunny, A40, Oxford, Escort, Civic, Sapphire, Legend, Prefect, Cortina, Montego, Senator, Austin, Audi, Colt, Lotus, Cavalier, Rover, Passat, Ital, Ugo, Fiat, Princess, Marina, Ford, Morris, Symphony, Concerto, Minor, Triumph, Acclaim, Lada, Accord, Charade, Midget, Golf, Shogan, Santana, Viva, Horizon.

## Crossword Answers from the last edition

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	C	O	L	I	N	C	H	A	P	M	A	N		I	
2	H		I		A			T		I		I	N	C	H
3	E		N	O	R	T	H	E	R	N		S		Y	
4	V	I	C		T					I		S			I
5	R		O			V	O	L	K	S	W	A	G	E	N
6	O		L			E			O			N			S
7	L	A	N	C	H	E	S	T	E	R					I
8	E			L		R			N			R	I	N	G
9	T			A					I			E			N
10	C	O	R	N	E	R	I	N	G			A			I
11	O		O			U			S	U	P	R	A		A
12	R		L			N	I	N	E		S		C	A	T
13	V	U	L	C	A	N			G	U	A	G	E		O
14	E					I			G			R			U
15	T	R	A	B	A	N	T			R		I			R
16	T			E		G		S	P	I	T	F	I	R	E
17	E			E				T		L		F			R
18		R		T	A	T	R	A		E	F	I		I	
19	T	I		L				R	O	Y		T	Y	R	E
20	R	O	V	E	R			T				H		S	

# Becoming a BMC Member

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club" and "Promoting club motorsport since 1911". Below this, there is a section titled "Sign in to Bristol Motor Club". It contains two input fields: "Username" and "Password". The "Username" field has a red border and a red icon, with a message below it stating "You must enter a username" and a link "Forgotten your username/password?". The "Password" field also has a red border and a red icon, with a message below it stating "You must enter a password" and a link "Have a password reset token?". There is a blue "Sign In" button and a link "Problems logging on?". To the right of the sign-in fields, there is a section titled "Not a member yet?" with a message: "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." Below this message is a green "Register here!" button. At the bottom of the page, there is a small copyright notice: "Copyright © 2019 Simmetrix 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 9.12.15.1471-001 PAGE 1".

Joining BMC 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

## NOTES:

\*The Committee reserves the right to refuse membership to any person without reason (See 4.2 of Bristol Motor Club's Articles of Association). Anyone under 18 years of age will need to download our U18 Application form and include Parental Consent.

# 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	tick boxes that apply y)		£ 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

(Full Member; and Associate if applicable)

Date

For further information email [ajthompson73@virginmedia.com](mailto: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).
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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 the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

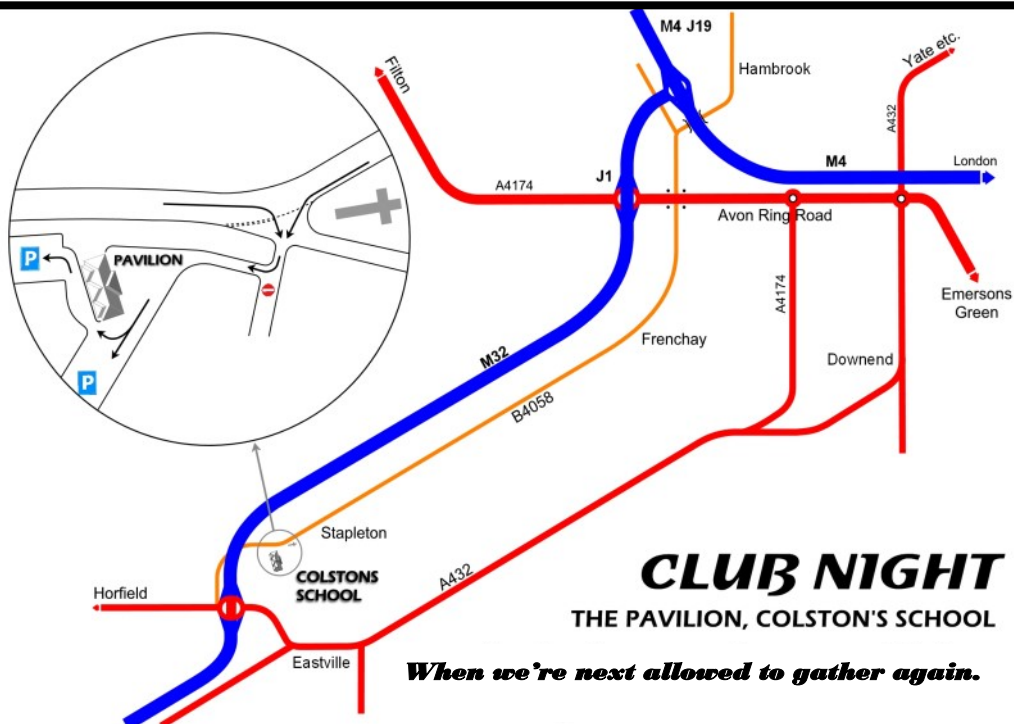
## **Security for your information**

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](http://www.kingdomautostorage.co.uk)

Contact Andrew on 07916 723 648.

# BMC 2020 Events Calendar

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

*\*Our events are subject to Government Guidance on COVID-19 and Motorsport UK Permits.*