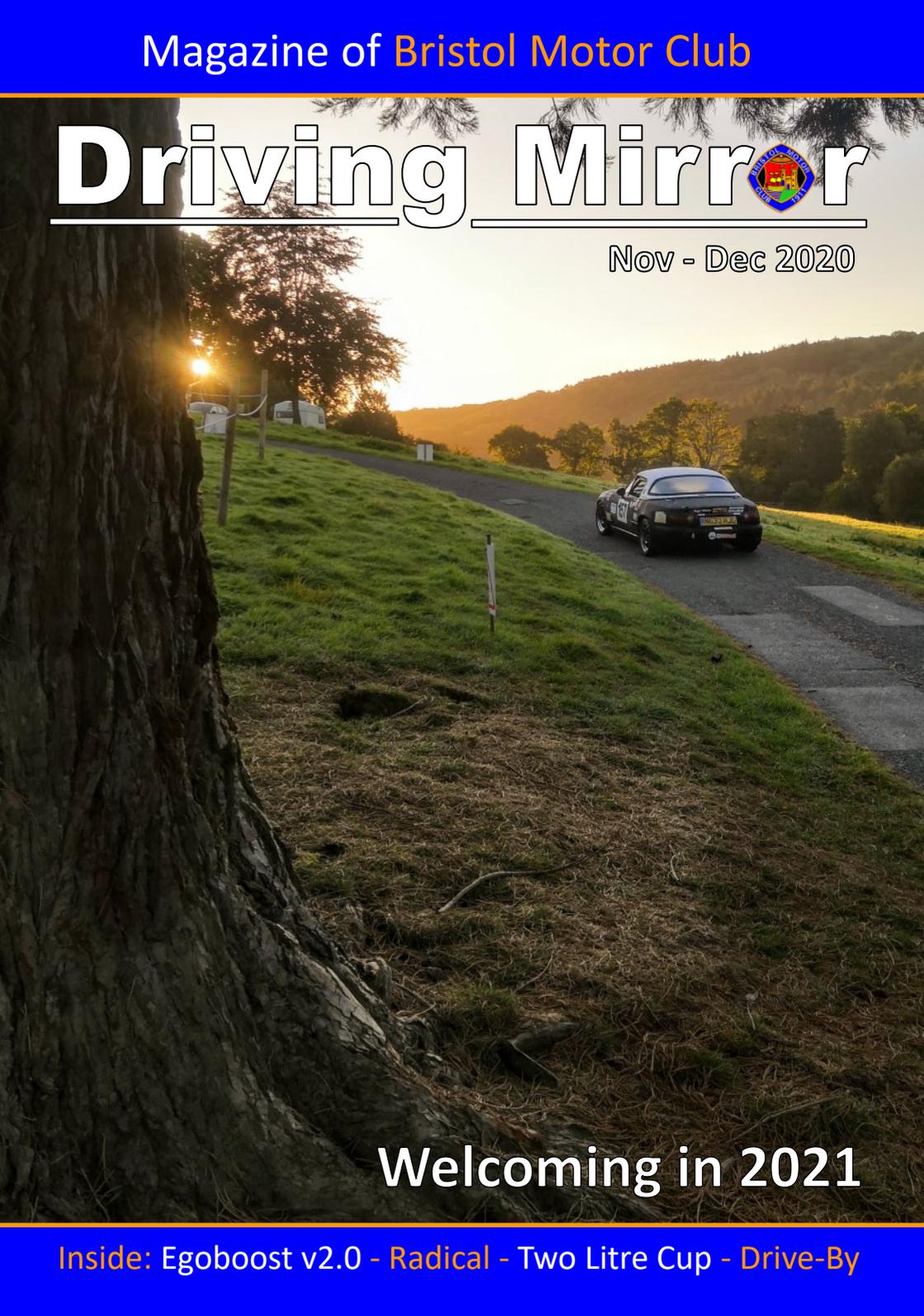


Magazine of **Bristol Motor Club**

# Driving Mirror



Nov - Dec 2020



## Welcoming in 2021

Inside: Egoboost v2.0 - **Radical** - Two Litre Cup - **Drive-By**

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<b>CHAIRMAN</b> Newsletter & Magazine Editor	Matt Nichols ..... 07989 601 774
<b>VICE CHAIRMAN</b> ACTC Representative & Club Archivist	Pete Hart ..... 0117 937 2611
<b>TREASURER</b>	Mark Tooth ..... 01454 329 231
<b>SECRETARY</b> Quartermaster, Chief Marshal & CMSG Representative	Mark Benstock ..... 01454 311712
<b>LEGAL &amp; COMPLIANCE</b>	Paul Hemmings ..... 0117 956 6045 Riverwood Lodge, Moorend, Hambrook BRISTOL BS16 1SP
<b>COMPETITION SECRETARY</b> Social Media & Webmaster	Andy Laurence ..... 07825 953 858
<b>MEMBERSHIP SECRETARY</b>	Andy Thompson ..... 07834 505829 membership@bristolmc.org.uk
<b>RP COORDINATOR</b>	Carlie Hart ..... 0117 937 2611
<b>AWARDS SECRETARY</b>	Dave Greenslade ..... 07966 540 842
<b>SAFEGUARDING OFFICER</b>	Richard Marsh ..... (after 6pm) 07786 068 830
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Cover shot: David Newman at Wiscombe Park (Picture: Andy Laurence)



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**The next Driving Mirror deadline is  
Friday 5th February 2021.**

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

# Chairman's Chat



**I don't know about you, but I don't think anyone will ever forget 2020. What a memorable year for mostly the wrong reasons. Who knew how quickly a global pandemic could take hold and what impact that would have on so many aspects of our lives and livelihoods.**

From a BMC perspective we felt that impact 'Big Time' twice before seeing sense and averting two more situations. Our Great Western Sprint in March had the permit and therefore plug pulled just a few days before following the start of the first National Lockdown.

That same scenario then repeated itself for our Summer Llandow Sprint when it transpired we were missing the necessary Welsh National and/ or Welsh Local Authority approval we needed. Two events with double the administration having taken full entries only to have to administer full refunds.

This led to a few frustrated competitors, some clearly unable to hide their strong feelings. It is tempting to serve bans given the ferocity of the communication with

our organising teams. But then maybe best to forgive and forget along with much else 2020 threw at us. **Note to all:** Take it steady on eMail, maybe write it, just don't press send. Pass it on.

Then we finally saw sense and before investing any serious time and effort preparing for the Fedden and Allen Trials decided we wouldn't risk a repeat scenario. This proved to be a really good call as the Fedden permit would have been pulled again at extremely short notice with the Allen also unable to run inside England's 2nd lockdown.

I think on reflection it is amazing we managed, solely and in partnership with other clubs, to run two sprints, two Hillclimbs and an AutoSOLO. Also that our MX5 and Two Litre Cup Challenges found enough rounds from other Clubs braving the storm to be able to conclude successfully. Testament to all involved.

This month's magazine celebrates much we did manage to achieve in 2020 and tees us up nicely for a vaccinated 2021.

Seasons Greetings to you and yours.

*Matt*

Motorsport UK would like to thank the entire motorsport community for their resilience and hard work throughout the summer months to keep motorsport running and operating safely.

[motorsportuk.org/revolution-magazine/](https://motorsportuk.org/revolution-magazine/)



**Revolution** November 2020

The official magazine of  motorsport uk

**NEXT-GENERATION  
WORLD BEATERS**

**FEATURE:**  
DESIGNING THE  
PERFECT RACING  
CIRCUIT

**INSIDE HQ:**  
YOUR 2021  
STARTS  
HERE

**VANTAGE POINT:**  
DARIO FRANCHITTI  
ON CONCUSSION  
RESEARCH

**PLUS MY FAVOURITE CORNER + CHRISTMAS GIFT GUIDE**

# Inaugural Two Litre Cup

**This might not have been the ideal year to start a new championship, but that didn't dampen the quality of the field for the Bristol Two Litre Cup.**

Seven drivers entered the opening round, which ended up being the last event pre-Covid. Whilst the numbers were down, we had over 20 entries for the Great Western Sprint the following weekend at Castle Combe Circuit.

David Newman, 2015 Vincenzo & Sons Bristol MX5 Challenge winner, led the field from an intense battle between Rob Thomson and Donald Gay. Ryan Lock finished fourth ahead of Julie Clemow, returning from a decade-long absence, Phil Oliver, who was also returning from several years off, and Steven Lock.

We had to wait several months for round two of the championship but it was the next sprint in the country, the first sprint after lockdown, as we ran our summer event, the Dick Mayo Sprint. Twenty-two drivers competed in this round, many double-entered in the Vincenzo & Sons Bristol MX5 Challenge.

This time, Peter Taylor took the top spot by just 0.15 from, you've guessed it, Da-

vid Newman, and an absolutely storming drive by Matt Parr to come third in an almost completely standard Mk3 MX5.

After the last minute cancellation of the Llandow Sprint, we headed straight to Pembrey, where the championship leader, David Newman, was absent. Pekka Tulokas took the win by half a second from Peter Taylor and Nick Lear. Phil Oliver was showing consistency on his return to racing and finished fourth ahead of Mike Lear, Michael Bartlett and David Ashurst.

The championship was to be settled at the only hillclimb of the year, a double header weekend at Wiscombe Park. The event had moved from Manor Farm, due to a Covid shutdown of the venue. The weather was glorious and there were 6 drivers in contention. As a bonus, it was to be live streamed!

David Newman was in fine form and stormed his way to a commanding win. Such was his dominance, that only Pekka Tulokas scored more than 19 points with 20 for the win.

On Saturday night, Phil Oliver was in the lead, but was the only driver to have to drop a score the following day. David Newman led the rest of the field ahead of Pekka Tulokas and a titanic battle be-

tween Michael Bartlett, Nick Lear and Mike Lear. The final day was another display of dominance by David Newman as he stormed to victory dropping just 0.04 points all season.

Pekka Tulokas chased him hard but eventually rolled over and conceded defeat on the exit of Sawbench. Yes, he rolled the car coming out of Sawbench without harm to anything other than a few body panels and the electric mirror mechanism. Phew!

Michael Bartlett came home third on the day and third in the championship, followed closely by Nick Lear, Mike Lear and Phil Oliver. It was a brilliant finish to the inaugural season (Pekka's mishap aside) and we're keen to see what hap-



pens next year.

***Do you have an up to 2000cc normally aspirated road car you'd like to compete with? Then get involved in 2021.***

*Andy Laurence*

# Egoboost v2.0

I missed the Egoboost that Andy Laurence and I shared. 215bhp at the crank in such a lightweight car was exhilarating.

Since owning that car, I've had a mk3 MX5 for the Vincenzo and Sons MX5 Challenge and since then I bought a Fury with a 2005 CBR1000RR engine. It produced 165bhp at wheels and I drove it once before tinkering started! And so the Egoboost v2.0 was conceived.

I'd always planned to increase the power but I was a bit naïve to how I'd achieve that. New internals or a new engine

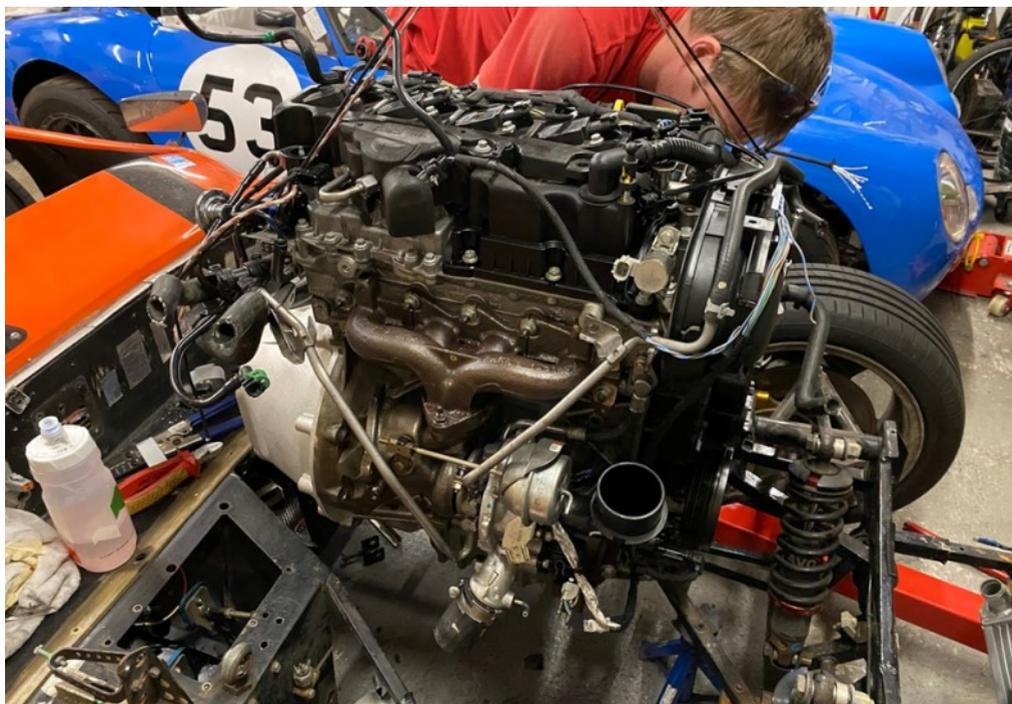
should see me to 200bhp+, right? Well yeah, that's possible, but after a chat with Andy Bates from AB Performance it was expensive and I'd only have. 200bhp. Not enough, dear readers, not enough!

You can see where this is going, can't you? With the superior experience and guidance from Alex Millard, I sourced an engine from a 2015 Fiesta ST with a plan to use that if it would fit in the engine bay. A Sylva Stylus has a similar engine bay and that'll take a Duratec. A Duratec is a similar size to an Ecoboost.

So, can we squeeze a 1.6 Ecoboost en-



Egoboost v2.0 concept conceived after just one drive.



**With the promise of 300bhp+ a 1.6 EcoBoost was sourced and squeezed in.**

gine into a Fury that's predominantly designed for bike engines? Yes, yes you can! So, it was decided... this project is going ahead.

SCS Delta have an ECU that, as standard, maps the EcoBoost engine to 220bhp using the standard turbo. That's a healthy figure, more than the Egoboost (slightly) and, with a car that's marginally heavier, then it should go well in Modified Specialist Production against... ah, that 375bhp SBD Westfield... oh crumbs!

Hold on a second... I can have 300bhp+ using a hybrid turbo and standard internals? Well that settled it, a Turbo Technics S242 hybrid turbo was acquired from a friend of mine that'll produce a known 315bhp.

I'll also need a Titan/SBD dry sump, a Type 9 bellhousing and a suitable gearbox that'll take all this torque. There are also some modifications to some of the coolant system on the engine to simplify it.

Our friends at SBD supply those.

It was going well until I tried to plan for the turbo placement and exhaust location. Damn it!

That's annoying, that chassis brace is right in the way and that exhaust is so close to the footwell bulkhead that even a tight bend doesn't clear it. It was going so well and I don't really want to be moving the turbo as that'll involve custom tubular manifolds and other crazy fabrication.

So I'm going to have to see how I can properly secure the engine with some custom engine mounts, find out how to clear the chassis brace AND route the exhaust away from the bulkhead without my feet cooking due to the heat. It's looking positive though, aiming for 315bhp with 265lbft of torque with a target weight of 600kg or under.

Part 2 next month.

*Andrew O'Malley*



**Titan Dry Sump fitted.**



**Slightly annoying that there is a chassis brace in the way.**



**SBD mods plus some engine decoration, obvs.**

# Radical Saga Final Instalment (for now..!)

**I promise this will be the final instalment for 2020 on the Radical, just a short one this time as there is relatively little to report.**

Picking up from where Dave left off, we had just finished a weekend at Wiscombe. We decided after the continued hot start pain to convert it to 24v starting. This meant wiring a second battery in series with the first between the starter relay and the starter motor, so that the starter motor sees 24v when cranking.

The rest of the system continues to see 12v. It's a well known conversion for high performance Hayabusa engines as they struggle to turn over fast enough to meet the minimum cranking speed required by the ECU with the raised compression.

I'm not sure why I never needed it with the Force, but probably because the Force ran an MBE ECU and the Radical runs a Life ECU, I expect they have different minimum cranking speeds. We wanted to run two lithium batteries, partly

because of weight and partly because of physical size.

We contacted Powerlite who were very helpful and settled for a pair of identical lithium batteries that fit within the exist-



**The Radical Saga of 2020**

ing battery tray with only very minor modification, this made the conversion really easy. When they arrived, the packaging around them was heavier than the batteries, I kid you not! Having fitted them the car spun over like a demon possessed, fingers crossed this this would

solve the issue .....

The first time to test the new 24v starting was the Mutley Mayhem Clay Pigeon Sprint on the 6th October, as always, we were hoping for a fine sunny early au-

had minimum preparation needed track-side in the rain. As has been the norm at events this season there was no socially distanced indoor space to shelter in, so we ended up alternating between standing outside getting wet and sitting in our (respective) road cars.



will be continued in 2021...

tumn event. No such luck though, it turned out to be absolutely chucking it down all day.

Thankfully we had already put the wets on and checked the car over in case, so

It was a stark reminder that although we have been lucky to be able to compete, covid does put a large dampener on it. It's certainly not the same atmosphere sitting in different cars sending WhatsApp messages about ideas to try on the next runs! The rain didn't stop all day, so we bashed on.

We already knew that the wets worked well at Clay so the objective was to do as well as we could. Bearing in mind an ampicar was probably the weapon of choice that day, rather than a light, high powered sportscar, the times across the entire field were pretty slow. As we finished practice and entered the timed runs Dave was sitting firmly at

the very top of the field with me running second.

This was to be the same throughout, with Dave proving that "he normally goes well at Clay" (as he modestly puts it) and is "not too shabby in the wet". He put in a

storming drive finishing with FTD and a commanding gap of 3 seconds from the next person, which luckily was me. We ended up being one of only two sub 90 second cars, with Dave on an 83.56, myself on an 86.65 and Karl Broad in a full rally spec fiesta ST on an 88.42.

Slightly damper, but feeling pretty happy with the outcome we packed up. Luckily the car started faultlessly all day, as it would have been a pretty unenjoyable event running around with jump packs and a hot starting problem again.

This left the final event of the year, the Pegasus Sprint at Castle Combe. This was going to be an interesting event for us, the first time to run the car at Castle Combe and a large strong entry in D1 and D2, making it also the first time we were to compete against other Radicals. Looking through the entry list it was difficult not to notice Chris Buckley's awesome SR8 in D2, Graeme Harden now having picked up a similar spec prospect to ours, Paul Jones in an SR3 RS that we hadn't seen before and Tom Arnold in his Spire.

Not knowing how we would perform both on that circuit and against stiff competition, our aim was not to embarrass ourselves and hopefully end up with a time kicking around 60-61 seconds,

weather permitting. We were aiming for this time as, this year, Pegasus were running the Dick Mayo format so we had an idea of where we could hope to be.

My best time in the Force was a low 56, but this was probably a stretch too far in the Radical. We couldn't have hoped for better weather, with it being dry and reasonably warm. Definitely no weather excuses on the cards! Not knowing what to expect, Dave put in a 62.08 in practice, reporting that the car felt stable and planted.

I managed a 58.89, which was a great start to the day, beating where we were hoping to finish timewise, the car was certainly working well. Again we had an uneventful day, with the car and event running smoothly all day, this left us to concentrate on the times bringing out the closest battle we have had all season, going into the final run I led Dave with a 57.87 compared to a 58.60, however over the years I have learnt many times that that does not mean anything, I was running first and knew that I had to find some more as Dave would be there chasing or beating me!

I managed a cleaner run than previously, gaining a bit more time at the Esses and Old Paddock overall gaining 14 hundredths to finish on 57.73. I wandered



**Simon discreetly lowers the front left to 10psi ahead of Dave's final run**

down to watch Dave from the startline, knowing that he would definitely be after blood, he went off the startline cleanly, flew up the straight and cleanly over Avon Rise.

The only thing to do was to wait now. He got back into the pits and declared it was a good run (damn) through the time honoured demonstration of a shaky hand. It was then down to look at the live timing, 57.80 (pew), basically the same time with only 7 hundredths separating us.

I don't think there could possibly have been a closer finish to the season, what a way to end! Luckily, we managed to do ok amongst the competition too taking 1st and 2nd in class and finishing the top non single seater, a result we were both happy with.

So, how did the first year go? Well, after a really long haul through last winter to get the car running, and a short, start stop season for obvious reasons we are pretty happy with the car.

It's showing promise in most types of circuit, short tight ones (well for Dave anyway!), faster flowing ones and hill-climbs. There is still a lot to learn about the car and hopefully more performance

to find, but overall we're happy with how it went, we've sorted a few teething issues, and picked up 2 FTD's, 6 1st in class and 4 2nd in class over 6 events between us.

A quiet winter, just sorting out a few bits and pieces, the mapping at low throttle and a smaller oil cooler, then hopefully we'll be ready for next season.

Roll in 2021 and lets hope it's more towards "normal" for all of us!

Happy Christmas everyone.

*Simon Clemow*



**Safely stored away for the Winter the Radical like us will be back next year.**

# Needs Must when locked down

**W**hen you're in full lock down and really miss the action, you make do with what's available.

Disconnected the CAD system and put the screen to a PS4 and car accessories.

Then found that the office chair did not do it. Think where's a seat? So out with the passenger seat from the Lotus Elan plus 2. Construct a frame for the seat.

Now for some Sim on line sprinting.



*Paul Boscott*

# Life just before Lockdown

**I'm very lucky to have a job that allows me the freedom to travel the length and breadth of the country, sometimes I'm stuck on the M4 in the government's attempts to make smart motorways between Bristol and London (another story) but sometimes, by chance, I'm in glorious locations that I have to stop and have a closer look.**

Back in early March, before the first lockdown and a time when we were all free to travel and see people and engage in conversation, I was in Chichester and found myself with a spare hour between appointments.

I was only a few miles from the famous Goodwood house and race circuit. I have attended the Festival of Speed many times and still believe it is a mecca for all petrol heads, but I've never been to the race circuit, so as I found my way there, I thought it would be rude not to go and have a look.

The approach to the Goodwood race track is through the tunnel under the pit straight and leads directly into the



pits/paddock and aerodrome. This tunnel is famous for many loud super-cars blasting through at full chat. I had not really realised how narrow it is and the noise of a super efficient, low emissions' Euro 6+ diesel VW Passat was not really the affect I had hoped for... but as approached I could hear something far more exciting at full revs vibrating through the track above me.

It turned out that it was a test day for the Annual GRRC 78 Members Meeting, which was due to take place a few

weeks later. I drove in and suddenly realised a boyhood dream, I was in the paddock at the famous Goodwood Race Circuit and roar of racing car could be heard echoing around the empty pit buildings.

Being able to stroll around see the cars and chat to a few of the drivers (long before masks and social distancing had even been thought of). Everything from Nigel Greensall's Jaguar E Type, running on period wire wheels with skinny tyres. An Ex Martin Brundle 1979/1980 Toyota Celica from the British Saloon Car Championship,



in period colours.

The open cockpit White and Red striped Lotus (not sure on the model) sounded amazing at full revs, to the thunderous roar of a Mustang V8 with full race pipes and very little in the way of silencers. I was in petrol head heaven.

The great thing was it was access all areas, no over zealous security guards stopping you for not having the right pass. I wandered around the paddock buildings and the roof top grandstand was open above the pit garages, I was able to stand there with a great view across the circuit and take in the sights, sounds and even smells of all these fabulous cars being driven as they were meant to be... flat out.

Amazing.

Being in the place where so many of my racing hero's have raced, over the years, Jackie Stewart, Graham Hill, Sterling Moss...Rowan Atkinson, as well as the statue of Mike Hawthorne (First British World Champion) and Lofty England (Competition Manager @ Jaguar cars) was something to behold.

Sadly I never made it to the 78th Members Meeting as only a couple of weeks later our freedoms were restricted and the rest is history. May-

be just maybe, next year....

*Jeff Benstock*



British Saloon Car Championship  
Drivers: 1979 Martin Brundle, Alec Poole  
1980 Martin Brundle

**CHAMPION**

**TOYOTA**

# Reflecting on our 2020 Membership

**I**t's been a year since we adopted myClubhouse™ (MCH) to host our membership services. We've learned many positive lessons over the period so are very pleased to be able to continue to use the platform for 2021.

## Some headlines:

The Reward Points functionality works for the 2021 application process having developed this with the developer over the 2019 Christmas period. We then ran a managed hand-over approach with Carlie in February 2020 to make sure the transfer of points was error free.

We had 269 members in 2020 which included 4 Junior, 18 Life and 25 Associate Members.

We grew in 2020 by 52 members.

The majority of you paid using the Credit/ Debit Card functionality in MCH, 7% paid by BACS, a further 7% paid by cheque and 6% paid by Reward Points.

2021 Membership is now open which (at close of play 7th Dec) has attracted 53 of you to re-join via MCH so welcome back!

For existing members, you should have had an e-mail from the club on the 2nd December welcoming you to re-join. Instructions and links to re-join are included in the e-mail. I used this approach and found it pretty intuitive.

If you missed the e-mail do not worry as you can re-join simply through logging onto [my.bristolmc.org.uk](http://my.bristolmc.org.uk), clicking on the Membership heading and then My Membership. In there you will find a Future Subscription invite. If you've forgotten your password into MCH then you can request a new one from the login page.

If you're new and you'd like to join then please head to [my.bristolmc.org.uk](http://my.bristolmc.org.uk) which will then help you through the application process.

If you'd rather send me a printed-out application form to join or re-join then that's fine too. You'll find the form as part of all Driving Mirror editions.

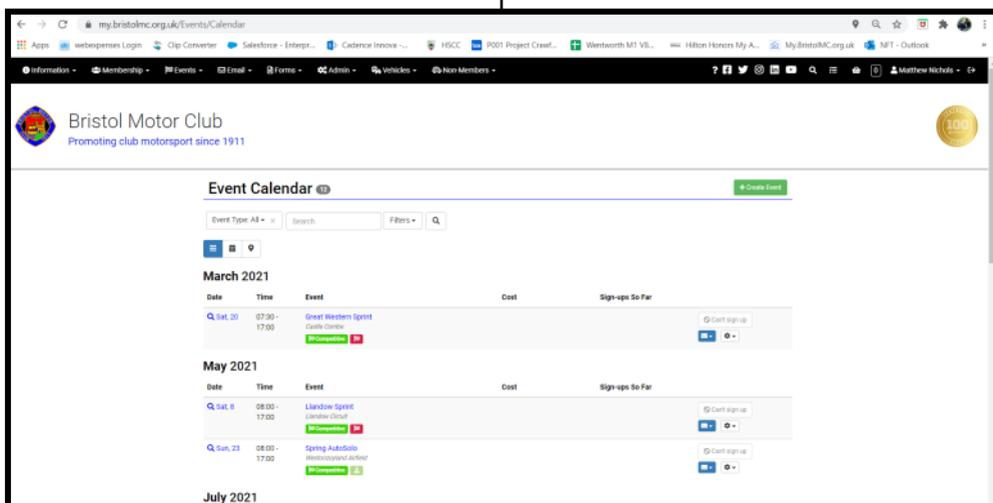
Please note that once again we'll be running an electronic Membership Card format which can also be downloaded from the My Membership

webpage on MCH and saved on a device or printed out. Personally, I save mine to my phone as a picture and simply present that at the meetings I attended last year. I'm not planning on printing 2021 Membership cards so I won't be sending out any through the post.

The final note from me is to say a huge thank you to Andrew O'Malley and Andy Laurence who have put in a considerable

with both onboarding competitors and handling the cancellations we unfortunately were forced on us thanks to a certain global pandemic.

They continue to work with the developer to look at improved functionality – with the next step likely being the ability to host Championship scoring so watch this space.



amount of work to bring MCH to the club. As well as Mark Tooth who managed to integrate MCH and a new Stripe Bank Account to the Club's own Bank Account. Essential for managing payments and as we've had to learn the hard way in 2020, refunds as well.

We've seen the platform being used not only for membership but across many of our events and it has coped admirably

As always, if you have any queries just drop me a line (my contact details are in the front of all Driving Mirrors) and I'll do my best to help you out.

Hope to see you all in the paddock or at club events in 2021.

*Andrew Thompson*

# Taking on the role of Comp Sec.

Following Paul Parker's decision to bring to a close his long term role as Competition Secretary, for 2021 I've agreed to take it on.

Given we don't actually nominate the Club's Officers for the following year until virtually the end of the current year, no surprise Paul's done all the hard work really and left me with a brilliant calendar for 2021.

We are planning 5 sprints at 3 circuits in 2 countries, our double-header weekend at Wiscombe Park Hillclimb, 2 Autosolos (and hopefully Supercar Saturday), 2 NavScatters, the Allen Classic Trial and the Roy Fedden Sporting Trial. I'd also like to run a 4x4 trial for 4WD road cars to a similar format to the Fedden but with comfortable SUVs or whatever you have for the school/tip run. We also want to run a rather special event, but I'm keeping that under wraps for now...

Our championships are also taking on another dimension. With 7 rounds to count, the Bristol Speed championship no longer requires you to enter Wiscombe Park Hillclimb. This means people who can't make that weekend can still win.

The Vincenzo & Sons Bristol MX5 Challenge is running at all 3 sprint venues, 2

hillclimb venues and 2 autosolo venues with 4 rounds for each discipline. 2020 was not the best year to launch the Bristol Two Litre Cup, but it was still popular so we're growing it in 2021 to run 5 sprints and 4 hillclimbs over 5 venues.

We're also planning to live stream those events in our championships as we did with the final rounds of the Bristol Two Litre Cup and Vincenzo & Sons Bristol MX5 Challenge at Wiscombe Park Hillclimb this year. On that front, we're getting some more cameras and have made some changes to our setup over the winter, so we're hoping to level-up in 2021.

In other news, I've ported the website to new hosting and Andy Thompson has revamped the MX5 Challenge portion so that it's more up-to-date. It's now nice and quick to load. Feedback appreciated.

Finally, I've also been working on an electronic timing system running from a Raspberry Pi and some optical sensors. Michael Bartlett has written a backend to support them and that should help us level up with our live timing at Auto-Solos.

*Andy Laurence*



Vincenzo & Sons Barbering Emporium  
76 Gloucester Rd, Bristol, BS7 8BN | 0117 924 8211

## VINCENZO & SONS BRISTOL MX5 CHALLENGE

4 HILLCLIMBS  
4 SPRINTS  
4 AUTOSOLOS

# 2021



20 Mar - Great Western Sprint  
11 April\* - Kemble Autosolo  
24-25 April - Wiscombe Hillclimb  
08 May - Llandow Sprint  
23 May - Westonzoyland Autosolo  
17 July - Dick Mayo Sprint  
8 Aug - Kemble Autosolo  
15 Aug - Pembrey Sprint  
19 Sep - Westonzoyland Autosolo  
25-26 Sep - Manor Farm Hillclimb

# Drive-By

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Good grief, that's not a quotation for a job, it's the hole in a multinational corporation's pension pot!

Yep, as I write this we only have a week to go before we decamp to our new dream abode in Yeovil and we're still completing an absolute raft of paperwork, this particular occasion being the authorisation and insurance documentation for our removals company.

Which brings me to my opening exclamation, as some of the quotes we received when originally looking for removals companies were so extreme I did wonder if we got to keep their trucks when the move was complete? I'm not joking, they were perilously close to being a five figure sum!

Fortunately we tracked down a removals company where sanity still prevailed and we've engaged them for half the extraordinary amount demanded by others, phew – it just remains to see if they perform as promised.

We're told our move will take five (yes, five) medium size trucks (the others said three of the usual large removals trucks would be needed) and I'm rapidly getting the impression that the last logistical exercise of this magnitude was probably the allied invasion of Europe on D-Day.

In fairness we do have rather a lot of stuff to move (that's the 'royal we'), including what appears to be all of the plants in the garden (although Lynnette informs me it's only the ones in pots and no more than sixty or seventy in number...), and I guess this is the penalty for having the queen of knick-knackery as a partner.

Still, at least the Kennel Klub Kar, my new, super-duper Vectra (I'm trying to remain positive here...) is keeping all my other transport costs remarkably low and my latest set of CDMM (Chris Dymock Man Maths – never correct since 1962) mileage against fuel usage calculations would appear to indicate a decent average consumption of around 52mpg, not too shabby for an old-school turbo-diesel nailed to an autobox.



**A bit like its owner, this old school Vectra keeps on trundling along**

I have to say that of all the silly things to get excited about when moving to a new house, for me it's the fact that after twenty years of on-street parking - and often not even in my road, let alone actually anywhere near my house, God forbid - I can now look forward to travelling home warm in the knowledge that there's plenty of parking on the property when I arrive.

Not only that though, I'll also now have the facility to install a home

charger as and when I take the plunge into electrified transport.

I know the whole 'range anxiety' thing will be around for a good while yet, but for the bulk of the journeys I undertake, any of the electric cars already on sale are more than suitable, and presumably their successors will offer far greater capabilities regarding range, recharging times etc, and unit costs will tumble as electric cars become predominant.

Given the magazine reports I regularly read, I'm looking forward to owning electric cars and the quiet, apparently effortless performance they offer - the Tesla Model 3 that has recently joined my company has glowing reports from its custodian, and this is someone with an impressive back-catalogue of performance car ownership.

And while we're talking about performance cars, the same magazines also contain an awful lot of highly enthusiastic articles about the latest crop of super-expensive internal combustion-engined supercars, all with around 1,000bhp +, and 0 - 124mph times that equal or better a typical GTIs time to a merely pedestrian 62mph.

Which, whilst an undoubtable impressive set of statistics, has taken a rather lengthy 120 years or so to reach, and is already being comprehensively eclipsed by the soon to be available from Lotus and Bertone (to name but a couple of the potential crop of manufacturers energetically beavered away with piles of large batteries, clever electric motors, far too many sheets of carbon fibre and lumps of unobtainium...).

Electric equivalents with around 2,000bhp and acceleration that must likely run a serious risk of stopping the planet rotating if they're caned from a standing start in the wrong direction.

The potential performance of electric cars in say, 20 to 30 years from now, is truly something wondrous to ponder, although the forces on the human body that they will likely generate would probably crush my old bones to dust. Still, at least I'll look really relaxed at the time...

Performance of course, being a relative thing.

As an example, someone who has never driven anything more exciting than a ten year old, 1000cc city-runabout type of car is highly likely to think that a brand new 2000cc turbo-diesel is positively a flying machine if they drove one of the current crop of 200bhp or so machines available. And as for a modern 1000cc sports motorbike...

Presumably, any of us might feel the same way if we were ever fortunate enough to be given the opportunity to give Lewis Hamilton's current company car a serious clogging - a

thousand horsepower and around 750kg, just think on that for a moment.

But, as I've suggested, performance, and our experience of it, is relative. You see, another of my monthly magazine indulgences is a couple of publications about classic aeroplanes, a passion of mine since flying and gliding as an air cadet.

'Okay genius' I hear you say, 'we all know that aeroplanes are faster than cars, duh'.

No argument from me on that point, of course they are. But an article in a recent issue of 'Aeroplane' really stood out regarding the experience of performance.

The article in question was a feature on the SAAB Viggen, a Swedish fighter jet that was designed from the late sixties and entered service with the Swedish air force in the mid-seventies.

Bearing in mind SAAB's inimitable way of never leaving anything standard (enforced platform sharing with the Vectra during SAAB's

ownership by GM and ending up with a product that finally contained less than 20 percent Vectra being a good example).

When designing the Viggen, SAAB looked to the international market for a suitable engine and finally elected to purchase an American unit. And promptly decided that they could squeeze a little more performance from this military-use only monster (actually nearly doubling it) and quickly set about designing and installing a three-zone afterburner, because why not.

Performance? Zone one of the afterburner was typically used to get airborne when fully loaded with the sort of kit dedicated to ruining somebody else's day. Afterburner zone two was more of the same. Afterburner zone three, however...

Apparently, the effect was pretty much akin to 'light the blue touch paper and hang on for dear life' Facts and figures for this? Engage afterburner zone three, take-off within 400m, you're travelling over 500mph by the end of the runway continuing to accelerate as you climb 90 degrees vertically and pulling 4 – 5g all the way, eventually beginning to

ease the climb to around 30 degrees at 33,000 feet and still accelerating.

But it's the time involved that's truly astonishing – less than 90 seconds from brakes-off to 33,000 feet – about the time it takes your next holiday airliner to leave the runway and begin to retract the undercarriage.

So that's the performance bit covered, but what about the experience of the Viggen's performance?

Well, heading for the clouds faster than a homesick angel is obviously immensely impressive stuff and no doubt useful for intercepting some bugger else's incoming bomber force, but for offensive operations you really want to be at (a very hard to detect) low level.

In the early 1980s, a Royal Air force fighter pilot on an exchange visit with the Swedish air force got an opportunity for some first-hand experience of Swedish low level training in a two-seat Viggen.

It turns out the swedes fly low level training sorties all over northern Sweden and never dropping below 700mph (usually maintaining Mach 0.9

– 0.95) or flying any higher than 30 feet. 30 feet! For three quarters of an hour at a time.

Got a forest approaching that contains 60 foot-plus Christmas trees? No problem, you fly down the fire breaks... Want to get an idea of what this may be like? Watch the through-the-windscreen, in-car footage of a WRC forest stage and on the straights you're looking at maybe 100 - 120mph, tops. Now imagine the same view at 700mph - that's a performance experience.

Anyhow, enough of charging around Santa's backyard and here's looking forward to more of our own BMC performance events next year.

Stay safe everyone, have a great Christmas however you're celebrating it and I'll see you all next year.

Happy Christmas!

*Chris Dymock*



**Pekka Tulokas pushing a little too hard at Wiscombe. Still help was on hand.**

# Join or Renew your BMC Membership

The screenshot shows the Bristol Motor Club website interface. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The main header features the Bristol Motor Club logo and the text 'Bristol Motor Club Promoting club motorsport since 1911'. Below this 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 warning icon, with the text 'You must enter a username' and a link 'Forgotten your username/password?'. The 'Password' field also has a red border and a warning icon, with the text 'You must enter a password' and a link 'Have a password reset token?'. Below the password field is a blue 'Sign In' button and a link 'Problems logging on?'. A note states 'Note by signing in, you agree to our Terms & Conditions.' To the right of the sign-in fields is a section titled 'Not a member yet?' with the 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.' and a green 'Register here' button. At the bottom of the page, there is a small copyright notice: 'Copyright © 2019 Simmetics Ltd. All rights reserved. Terms & Conditions. Open Source Attribution. NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy. Powered by our Clubhouse® - Online Club Membership Administration Software For Clubs - Measurement Version 5.12.15.1471-201 PAGE'.

Joining or Renewing your BMC Membership 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 the Motor Sports Association as required by its General Regulations for governing motor sport, or if we have to comply with a legal obligation.

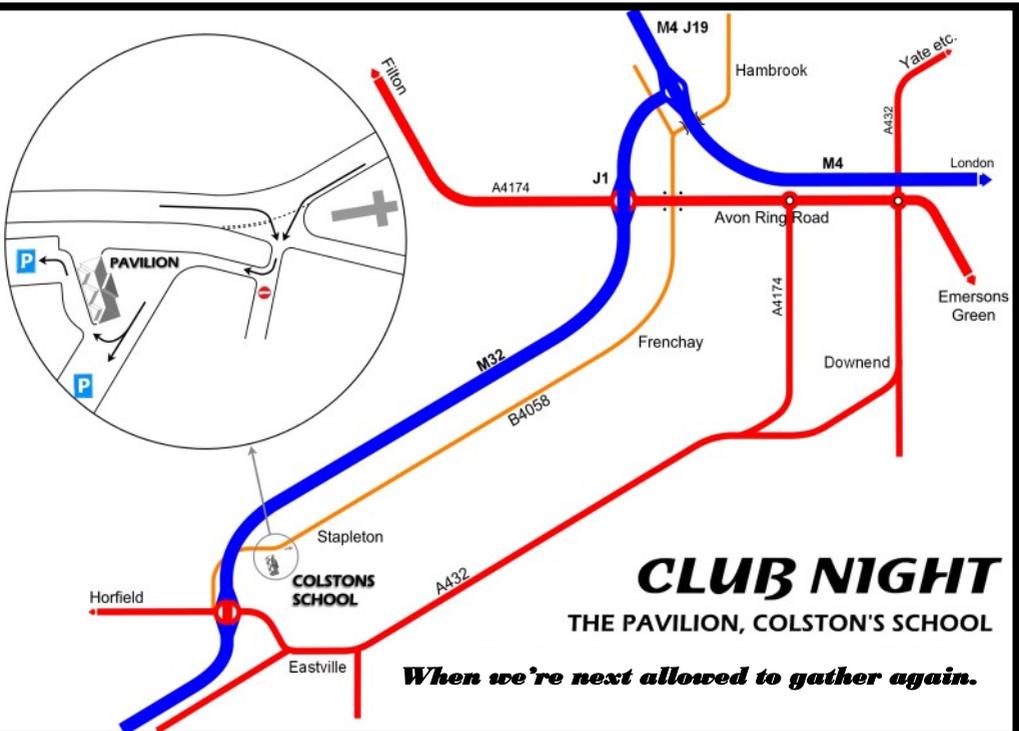
## **Security for your information**

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 2021 Provisional Events Calendar

Date	Event	Status
Friday 29th January	Winter NavScatter	Provisional Date*
Sunday 14th February	SUV Trial	Provisional Date*
Saturday 20th March	Great Western Sprint	Confirmed Date*
Sunday 11th April	Kemble AutoSOLO (Bath MC)	Provisional Date*
Saturday 24th April	Wiscombe Park (Woolbridge MC)	Confirmed Date*
Sunday 25th April	Wiscombe Park (Woolbridge MC)	Confirmed Date*
Friday 30th April	Llandow Track Day	Provisional Date*
Tuesday 4th May	General Meeting & Buffet	Confirmed Date*
Saturday 8th May	Llandow Sprint	Confirmed Date*
Sunday 23rd May	Westonzoyland AutoSOLO	Confirmed Date*
Saturday 17th July	Dick Mayo Sprint	Confirmed Date*
Sunday 18th July	Classic and Sports Car Parade	Confirmed Date*
Sunday 8th August	Kemble AutoSOLO (Bath MC)	Provisional Date*
Saturday 14th August	Pembrey Sprint	Confirmed Date*
Sunday 15th August	Pembrey Sprint	Confirmed Date*
Saturday 4th September	Wiscombe Park Hillclimb	Confirmed Date*
Sunday 5th September	Wiscombe Park Hillclimb	Confirmed Date*
Sunday 19th September	Westonzoyland AutoSOLO	Provisional Date*
Saturday 25th September	Manor Farm (Woolbridge MC)	Confirmed Date*
Saturday 26th September	Manor Farm (Woolbridge MC)	Confirmed Date*
Friday 22nd October	Autumn Navscatter	Provisional Date*
Saturday 23rd October	Supercar Saturday	Provisional Date*
Sunday 14th November	Fedden Sporting Car Trial	Confirmed Date*
Sunday 28th November	Allen Classic Trial	Confirmed Date*
Tuesday 7th December	General Meeting & Buffet	Confirmed Date*

\*Our events remain subject to Government and Motorsport UK guidance regarding COVID-19