

Magazine of **Bristol Motor Club**

# Driving Mirror



Mar - Apr 2021



## GR Yaris on track

Inside: **Wiscombe - Kemble - Oxford - Llandow TD**

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Cover shot: Luke Trotman



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**The next Driving Mirror deadline is  
Friday 18th June 2021.**

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

# Chairman's Chat



**If you're wondering why this particular copy is well erm slightly late, it's for three very good reasons. Some of our members have actually been out competing in their cars at real events. Sadly not our events, but then you can't have everything can you.**

On Monday 29th March Motorsport resumed in England. This was hugely anticipated and welcome news. How that translated locally for us was in the running of two local AutoSOLOs, Oxford and Kemble, and a Wiscombe Hillclimb. They unsurprisingly attracted a number of our members who were kind enough to share their experiences here, so definitely worth the wait.

Thank you one and all, and for me as editor it seems almost strange to simply put the word out for content and mainly receive event reviews back. Dare I say it, you know, a tiny bit 'Normal'. There I said it, blame me if that casts a spell on things.

Talking of spells someone has cast one in Somerset as our AutoSOLO venue at Westonzoyland is covered in top soil. I

don't mean a couple of wheel barrow loads either, we are talking 750 tons of the stuff. This has not only put the kibosh on our May event it has also wrecked the NDRAs plans for their Bike Drag Racing events at the same venue. We are now both at a loss looking for alternatives.

Venues at this end of the scale are really tricky to find. AutoSOLO competitors start to balk at above a £45.00 entry fee and events can only really accept up to 60max, mainly running at up to 45. That gives any organiser a budget of £2,000 to £2,500 to play with the expectation that venue hire will cost £600-£800.

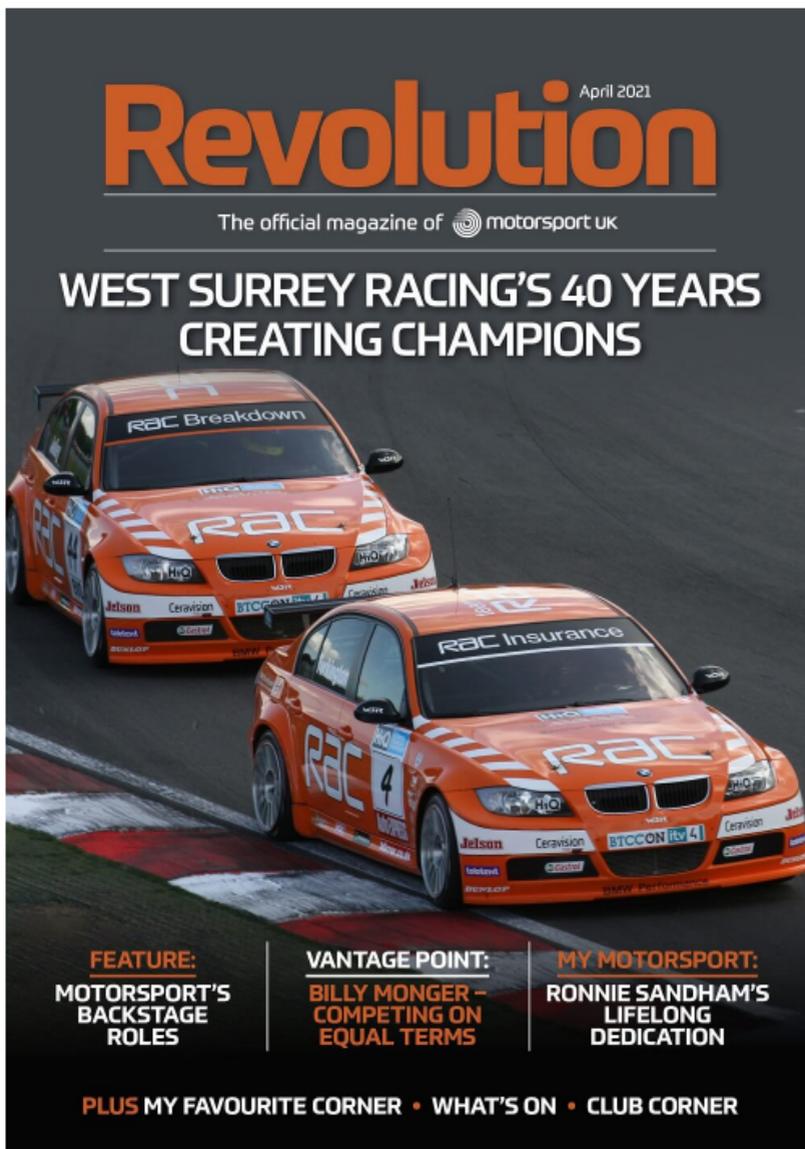
£600-£800 for a landowner is not a lot when there is inevitable 'cleaning' of the surface, tyre marks and on the day tyre squeal and engine noise. So venues ideally need to be remote (not impacting others) large (200m x 200m plus parking) tarmacked (AutoSOLOs can only run on a sealed surface) bookable and reliable.

They're also likely to be covered in rocking horse poo as well. We are looking, so wish us luck.

*Matt*

With Motorsport in England at least back underway, time to catch up with all the news and current thinking in the latest copy of Revolution:

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



# Spring AutoSOLO Kemble

**S**unday the 11th of April was a good day. It was dry, sunny, we were allowed out to play, Bath Motor Club were holding their Spring Autosolo at Kemble and it was the first round of the 2021 Vincenzo & Sons Bristol MC MX5 Challenge.

The first round of the Challenge attracted ten entrants which is good going considering cars couldn't be double driven, the field was capped to 44 and the event filled in a matter of hours. We welcomed back a number of drivers that are always mightily quick in the Challenge; Michael Bartlett, James Hurford, Mike Lear and Phil Oliver.

Three drivers that showed an impressive turn of speed last year when they com-

peted in Huw Bowen, Ollie Jenkins and Aaron Sharp and three new entrants in Thomas Alderton, Manuel Carbajal and Alan Foster.

Ollie and Thomas are always super quick when we've seen them at Autosolos over the years so it wasn't a surprise that Thomas (1st) and Ollie (2nd) filled the top 2 positions after the first course with a mere 0.6 seconds separating the pair.

Ollie put the hammer down and took FTD over all 44 entrants for Course B so moved into 1st place in the Challenge whilst behind him it was the usual very close competition with Thomas, leading Mike, Phil, Aaron, James and Michael.

Huw was picking up speed nicely, Manuel couldn't stop smiling on his first ever Autosolo and Alan unfortunately had a few



**Thomas Alderton putting the hammer down**



**From the Left: Mike Lear (3rd) Ollie Jenkins (1st) & Thomas Alderton (2nd)**

Wrong Tests that set him back but, credit to Alan, the afternoon was much better.

The afternoon also saw Phil close in on Mike for 3rd with 0.3 seconds separating them going into the final Course. Aaron had a nightmare with TWO dreaded Wrong Tests which unfortunately saw him tumbling down the leaderboard.

Ollie took the win with a commanding 12 second lead (he was also second overall out of the whole field so well done Ollie). Thomas finished second and Mike held off Phil's challenge to take the final position on the podium. James was fifth followed

by Michael, Aaron, Huw, Manuel and Alan.

We're running two classes in the Challenge again this year so after Round 1 Ollie leads Overall and Class B (for MX5 Mk3/NC variants) and Class A (for MX5 Mk1/NA and Mk2/NB variants) being led by Thomas.

Thanks to Mike Patton and the Bath Motor Club for an excellently run event as always. Next up is Wiscombe Hillclimb for a double header at the end of April. Roll on the next event but not literally eh Pekka..!

*Andy Thompson*

**W**e have received a donation to our archive from Robert and Simon Dunsterville. Their father Hugh was the co-creator of the Freikaiserwagen back in 1936.

A model replica of the car, The Joe Fry Trophy has been one of our annual awards for many years. The donation consists of a complete set of Volume One of the club journal from 1937, previously missing from the archive and club year books from 1936 and 1937.

*Pete Hart*



**Many thanks to the Dunsterville family. Simon and his Wife above.**

# The Chipping Sodbury 25th ANNIVERSARY

## CLASSIC CAR RUN



### Sunday 27th June 2021

Assembly in Chipping Sodbury High Street 7.30am

Open to pre-1996 cars, motorcycles and light commercial vehicles. For 2021 we will also accept any Jaguar (including SS & Daimler variants) of any year and including repliCARS.

200+ vehicles covering a picturesque 80 mile route in Gloucestershire & The Welsh Borders. Mid-way coffee stop at Piercefield Park (Chepstow Race Course).

Finish from Noon at The Ridings (CS Rugby Club). Live music - all welcome, with separate 'classics' and public parking.

CONTACTS:  [facebook.com/rotarychippingsodbury](https://www.facebook.com/rotarychippingsodbury)

 01454 311712  [rotary.classic.run@hotmail.co.uk](mailto:rotary.classic.run@hotmail.co.uk)

**SPECTATORS WELCOME FREE AT START AND FINISH**

# Luke Trotman makes two lists

**O**h no, there's a hole in my engine. That pretty much sums up the start of this season. However, the story begins in 2019 when after burying the Mallock in the bank at Wiscombe for the nth time, I thought that I probably needed a change.

The Mallock was repaired in time for the last couple events of the season, which went ok but the die was cast - I had decided to sell. A lockdown and couple of false starts later I managed to find someone that was willing to part with enough cash not to leave me too distraught. (First rule of Motorsport - try not to add up what you spend, you'll never get it back.)

A period of 'reflection' followed, where aspiration (brand new carbon fiber extravagance) struggled with reality and the kind of bank balance required to support it (i.e. not mine). Anyhow, long story short - I decided to find a pre-owned single seater running in the up to 1100cc class.

This of course took a little time but as luck would have it in October last year I found an ad for a reasonable spec car (a

Force HC) which needed a little light spannering, and was therefore cheap enough for me to afford. Being 6'3" and the proud owner of an over 50's waist-line I thought it wise to check that I could fit into the car as well. I did, so I bought it.

And then comes the preparation bit. After looking at it properly (yes, I know...) I wrote a list of things that needed doing:

- 1. bodywork repairs (self taught fibreglass arts-and-crafts)**
- 2. painting and wrapping (IMO - the devils arts-and-crafts, you need at least 4 hands for wrapping... )**
- 3. make a seat (wait a sec - what?!)**
- 4. clean, refurbish, paint 2nd set of wheels**
- 5. dismantle, clean, oil, put back together (remantle?) various components (brakes, suspension etc.)**
- 6. buy & fit new slicks (and after some soul searching, some wets)**
- 7. fit new rear wing end-plates.**

This took pretty much every weekend from late October to February, that's the



**Luke with his new Force HC**



**Luke's brother Dan will be out this year in the hotly anticipated GR Yaris**

thing about preparation - it takes a long time! But you've got to do something in lock-down :-). You may have spotted the badly hidden expenditure in item 6. above - just another one of those lies that motorsport addicts tell themselves "oh no, tyres come out of a completely different (& magical) budget" - ouch, they are never cheap ;-)

Meanwhile, it had occurred to me that I probably ought to drive this car before the first event, as it was bound to be a little different from the Mallock.

Well, it's not as if I can go for a quick spin up the A46 one evening is it (shame though). So I booked a session at Llandow, and persuaded my brother Dan (also new car to test) and my cousin Trevor (general fettling) to come along too.

As it happens when we turned up in April (after Wales permitted the English across the border) there were some others from Bristol MC that had also decided on some pre-season testing - including Simon Clemow and Dave Greenslade in their Radical.

Well, the day of the test came and the weather blessed us all with a clear and warm sunny day ;-). - just the job. Arriv-

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***The next time out, after refuelling and letting things cool down a bit, I said to myself - "Ok Luke, you need to stop messing about and drive it properly."***

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ing at Llandow at about 9am we discovered that we were sharing the paddock

with a tv and film production unit. Some temporary barriers were in place, creating a sort of car creche in the paddock and preventing the production people from getting on the track by mistake - a scary thought!

Not long after arriving we were all briefed by John (King of Llandow) on how the day was to be run. We then had our temperature taken (covid stuff) and the cars were noise tested (neighbour stuff).

There were to be two 15min repeating sessions, one for the single seater (me) and one for the rest (an mx-5, toyota yaris and the radical). So when the time came - helmet on, suited up & strapped in, I set off attempting not to overdo it and to see what kind of machine I had bought.

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***New list of things that need doing (shorter but probably more expensive):***

***1. get new engine.***

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It's actually quite tricky driving a racing car slowly (or even at 2/3 speed which was what I was trying to do). It feels rather jerky, not very comfortable and you end up thinking - "this can't be right, can it?".

Still I persevered for a couple of laps, came into the pits to check nothing had fallen off, unscrewed itself or such like (those who also own racing cars will perhaps recognise this common fault).

I repeated this for a couple more sessions of 2 laps, gradually taking more speed into corners and getting braver with the right foot but it was still feeling a bit awkward.

Meanwhile the others had also put in a few laps; Dan's new GR Yaris was going well (everyone wanted a go in it), and Simon and Dave were really getting to grips with the Radical. Trevor (McMaster) however, was having a bit of trouble with his Ginetta running on only 3 cylinders under power and would call it

a day shortly.

The turbo MX-5 was also in need of attention - a spare part was located in Gloucester but I didn't see if it made it back to the track.

The next time out, after refuelling and letting things cool down a bit, I said to myself - "Ok Luke, you need to stop messing about and drive it properly."

WOW, it was like driving a different car! Everything settled down and smoothed out, it was so much happier going faster. It went where you were looking - just like riding a bike. With the engine singing, gear changes were easier & smoother - this was more like it! Boy was it fast.

You could really feel the aero/downforce pressing the car into the tarmac. The hardest thing to comprehend though, was how quickly it stopped when you pressed the middle pedal. "Very fast and it's going to take a lot of getting used to." was how I summed this up to Dan and Trevor back at the pits.

And so we arrive at what was to be the final session for me that day. From a rolling start I steadily increased the pace over the first few corners before really opening the taps up onto the back

straight.

This meant that my entrance speed to the chicane at the end of the straight was probably the highest so far that day (for me anyway).

I carried that speed right through the chicane and into the following right hander (called 'The Glue Pot') - a good apex speed at this corner really helps a good lap time as it exits onto the pit straight. The Glue Pot is a long, fast corner and with the aero working well on the Force, a high-g one too.

That high-g corner at high revs was probably the trigger for the catastrophe that was about to occur. Passing the pits apparently there was an odd rattling sound. However, all I could hear was the very loud induction noise from the engine right behind me (ear splitting).

Half a lap later (roughly halfway down the back straight) a big clonk, much vibration and the sound of 3 cylinders only. This was also accompanied by a huge plume of smoke seen from the pits, but not by me. "Oh <non-bbc2-word> ... that sounded bad", I thought.

I managed to coast round to a walkable/pushable distance to the pits. John joined

me on track in the rescue pick-up and then some helpful souls (Dave and Simon) arrived to help push me back to the pits.

On the push back to the pits I could see a lot of oil pooling on top of the under-tray and what looked like a hole in the block. On closer inspection in the pits I could see bits that I shouldn't be able to..... (another non-bbc2-word). Oh no, there's a hole in my engine.....

New list of things that need doing (shorter but probably more expensive):

### **I. get new engine.**

Hopefully this can be achieved with enough time and ££ spare to allow me to compete in some events this season. See you out there, maybe?

*Luke Trotman*

# NavScatter Teaser

**F**ive questions, all on OS Land Ranger 172. Answers can be found via Google Maps Street View following navigation on the map using the clues below. No prizes:

## Section 1 (5 points each) Grid References

- 1: 602,654 **T Junction, what is the width restriction (heading toward Norton Malreward)?**
- 2: 572,891 **What colour is the notice board of St Johns Church?**

## Section 2 (10 Points each)

- 3: Follow the spot heights in order.

Starting at the Church in Dunkerton (71,59)

136 126 131 66 141 26 69 42 106

RC 3 is at the next Crossroads (Spot height 111)

**How far to Corston?**

- 4: Starting at the Cemetery on the outskirts of Marshfield (78,74)



RC 4 is at the next Junction (Spot Height 205).

**What is the Weight Restriction on Sands Hill?**

- 5: Starting at spot height 73 in Engine common (69,84) Head North  
RC 5 is where the Railway next crosses the road.

**What is the Height limit on the railway Bridge?**

# MX5's rounds 2 & 3 **Wiscombe**

**A**n early sunny Saturday morning saw the start of a double-header weekend with rounds 2 and 3 of the Vincenzo & Sons Bristol MX5 Challenge taking place at Wiscombe Park courtesy of Woolbridge MC.

There were 6 entries with a good mix of the familiar names and those newer to the challenge, with Mike Lear, Phil Oliver, Pekka Tulokas, Michael Bartlett, Aaron Sharp and Manuel Carbajal all competing.

pipped to first place by Michael at 48.44. Phil was third with 49.49 just beating Mike at 49.82. Aaron, on his first visit to the hill made an impressive 50.20 and, also his first visit, was Manuel at 56.04.

Sunday again was a perfect day for the hillclimb. Two practice runs completed the morning and the timings were very tight. Aaron was putting in an impressive improvement for only his second day up the hill and was looking strong to contend with Mike and Phil for third place.



Wiscombe always seems to run like clockwork with the first vehicle up the hill at 8:30am. Other than a lot of wind, the conditions were clear and dry and seemed perfect for the hillclimb. Two practice runs each took us to lunchtime before the timed runs in the afternoon.

In the timed runs, Pekka put in a very consistent 48.54 and 48.58 but was just

The first timed runs resulted in a gap of only 0.83s between the top 5, with Michael leading and only 0.01s between Phil and Mike who were contending for third place.

Pekka pulled off a decent time at 48.36 on his last timed run, but Michael absolutely smashed it with a time of 47.58 and a new class record on his last

run of the day.

Aaron snuck into third place with a time of 48.78, beating Mike (49.13) and Phil (49.50) with his incredible run. Manuel achieved a brilliant 53.33 on his last run; his fastest of the weekend having knocked off a significant amount of time from his first practice on Saturday, and I'm sure we'll see more improvements from him.

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**P**ekka pulled off a decent time at 48.36 on his last timed run, but Michael absolutely smashed it with a time of 47.58 and a new class record...

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A great weekend of motorsport and fun was had by all; with the exception of



**Saturday results (left to right): Phil Oliver (3rd) Michael Bartlett (1st) and Pekka Tulokas (2nd)**



**Sunday (left to right): Pekka T (2nd) Michael B (1st) and Aaron Sharp (3rd)**

fresh-faced Phil we were all sleeping within the park (with varying degrees of success!). Even with sleep deprivation due to local wildlife, strong winds, or forgetting a sleeping bag, I think it's fair to say we all had a laugh and can't wait to be back for our next visit in September - although I think I'd prefer something more solid over me than canvas next time if rules allow.

*Mary Bartlett*

**NavScatter Answers (p16)**

1	602,654	7'-0
2	572,890	Blue
3	673,655	1 (mile)
4	747,749	7.5 T
5	727,894	12' - 3

**M**y first event of the year saw a very early start getting on the road at 04:30 for the 150 mile trip to Finmere, which was the same venue as my last outing way back in October 2020.

That day was absolutely horrible with heavy rain throughout the whole day. This one was promising to be a lot better with a 1% chance of rain. To challenge the rain gods, and to make it easier to get the second spare behind the passenger seat, the roof was folded down on my MX5 where it stayed the whole day.

The plan was to rendezvous with Steve Conner and Philip Turner at Buckland Service station at 06:15 for a comfort break, coffee and a catch up whilst

stretching the old legs. Phillip was a no show due to feeling a bit rough but he caught us up ten minutes before arriving at Finmere and we rolled in nice and early to get unpacked and scrutineered.

The Sapphire system with the timing beams was used which apparently worked well at Kemble – one that I missed through not being quick enough to get a place.

All was ready and got underway at 09:15, and after a few system glitches during test 1 it was all under control with not too many re-runs for the rest of the day.

Sadly the fun blast through the trees into the rear section of the course was still



Good variation of cars in the paddock...



### **...including Hadyn Mark's Volvo.**

unavailable, due apparently to HS2 ballast being stored there, but the course had been set out to make the best of the surface, and sterling work with the brooms kept the worst of the gravel off the line, although there were still some areas where traction could easily be compromised, and a few were caught out.

As usual there were a good variety of cars taking part and a few new faces in amongst the familiar faces who were soon battling it out for the top spots. Sadly I've yet to get anywhere close to respectable times, even losing considerable time to a spiritedly driven Volvo estate driven by a certain Mr Marks – I really do need to raise my game.

The weather held all day and it was great

to get a whole day's motorsport under the belt at last.

Congratulations to John Fox, FTD in his Clio, and thanks to Oxford Motor Club and all the organisers and helpers for a really good day, it really is appreciated!

I got back home at 19:30 which was a long day but well worth it. Looking back, it's not a great amount of time actually competing, but you get to meet lots of like minded folks and to watch many different cars tackling the course.

Roll on May 9th, when, subject to confirmation, it's off to Cheltenham racecourse where I shall try and put the advice from Steve into practice. I have to brake later and get on the power sooner in an attempt to start turning in some better times.

*Geoff Bromfield*

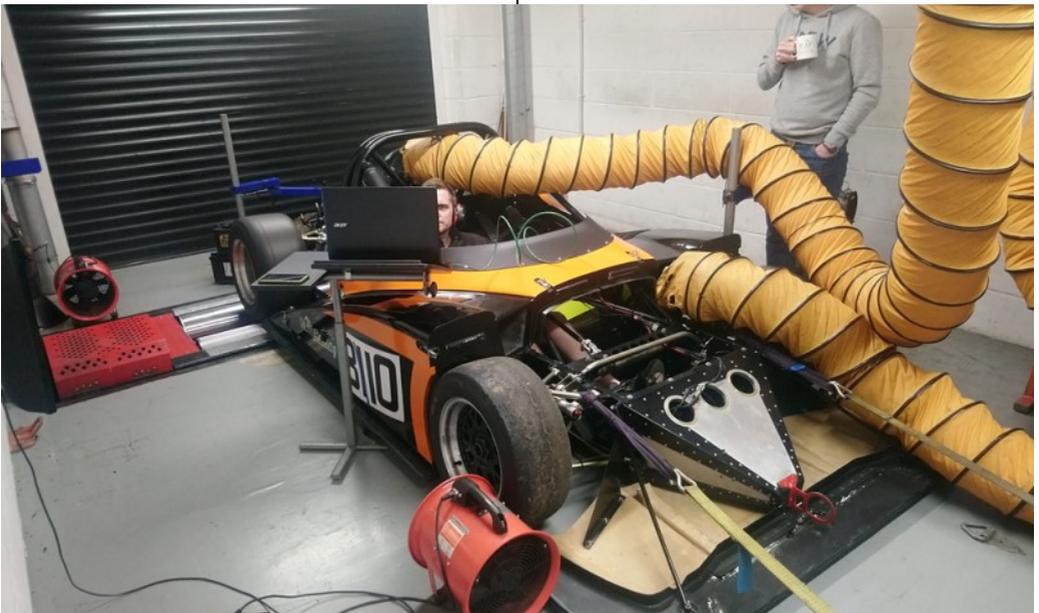
# Radical Season 2

**The tough winter of 2020 saw not too much action in the garage for the Radical, a pleasingly small list of jobs to complete before season start, and with us all locked away from each other not much chance to work anyway.**

The car lives at mine over winter so I just plodded through the small list, with just two main items needing attention – smaller oil cooler and a dyno session. The cooler swap was an easy job and we have reduced the size by two thirds, the original was a massive endurance cooler and not suitable for sprinting and hills.

Once things opened up we immediately booked a dyno session at RLM racing, the car returning to the workshop where it was reborn and we took delivery. Rich was very pleased the car was looking and going well and quickly got it rigged up to run.

As reported in previous episodes we had an ongoing issue with a dead spot at very light throttle making it impossible to just pull away slowly. A few minutes on his laptop and it was sorted..... plus it now has a closed loop wideband lambda system courtesy of a new sensor and some software changes. He also did a



**Rich at RLM working his magic**



### Dave at Wis Corner

couple of power runs to check stuff was OK with a final result of 220hp at the wheels, happy with that!

We headed over the Llandow in the next week with Pekka and Michael in the turbo MX5 and to our surprise met Luke and Dan Trotman and Trevor McMaster who were also there testing. Our plan was to get a few laps in just to get the 'feel' back and then adjust the suspension and try to work out what the 100+ clicks available all did.....we got some good understanding by the end, thanks to Llandow again for their exceptional service.

Simon and I looked at the calendar and

with some Covid cancellations decided to head to Wiscombe Park for the Woolbridge MC meeting there, the first of the year. We were blessed with fantastic sunshine all weekend, if a tad cold in the wind.

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***With the gauntlet very firmly thrown down Simon went out and I knew from the car's body language he was giving it everything and was rewarded with a time just three hundredths quicker...***

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The venue was also in great condition with the track having been swept by machine so the customary moss under the trees was removed. I was first up being the 'A' driver, slow and steady first



### Testing at Llandow (Picture: Luke Trotman)

practice run to gain a feel for the conditions and with stone cold tyres. Simon did the same but things felt good. Practice two was better again, this time the Pirellis better with a bit of temperature in them, they really don't work well in cold temps.

Our aim was to break into the 38s over the weekend, something Simon came tantalisingly close to at Five Clubs last year, with 39.00.

A great run of 39.07 in T1 by Simon secured the class but still so close from that magic barrier, with me trailing by 4 tenths. The temperature dropped in the afternoon and most of the field went slower so we packed up looking forward to Sunday.

Sunday dawned bright and beautiful, with the chorus of race engines firing up after the 8.30am curfew. Except the Radical decided it wasn't going to play,

completely our fault this time as we opted not to recharge the batteries overnight.

The main one is charged by the car but the second doesn't and on cold cranking was dropping off to 9v. We did get it going after a laboured crank so left it running through P1 then removed it and borrowed some electricity from Andy Laurence in the filming caravan before P2.....Thanks Mate! We now know a day is the limit for the battery so can manage it from now on.

Simon broke into the 38s with a 38.97 in P2 with a great lap, with me still 0.4 behind albeit with a PB. We stiffened up the bump for Sunday just to see how it felt and the car was feeling stable and the track in great condition for some quick times.

After reviewing the laps over lunch it was clear I was off the pace in the bottom section so resolved to go better there plus tidy up the hairpins. It worked as I knocked a second off and got down to 38.32, so much more than either of us thought possible.

With the gauntlet very firmly thrown down Simon went out and I knew from the car's body language he was giving it everything and was rewarded with a time just three hundredths quicker...a 38.29! Cue lots of applause on his return, superb lap mate.

Again the track went away for T2 with slower times by most so the day was done.

In the MX5 Challenge Michael Bartlett took wins on both days plus a new class record, great stuff. I also must mention Aaron Sharp who was third on the Sunday with a time of 48.78, his first time there and only his second speed event. That is an outstanding effort mate, well done.

Such a great weekend, so many highlights, great to see everyone in what is one of the best venues in the UK.

Next for us is Pembrey in June, where I will do my best to get my own back on Simon.

*Dave Greenblade*

# Off with his head

## How I nearly ended up in the Tower of London.

On a rather cold Sunday morning back in November 1979 I set off from home in my Mazda Pickup with my two boys ,Matthew who was 7 and Duncan 4 to go over to Dyrham village to visit a customer .This lady was a bit of a “high flyer” who changed her home and kitchen more often than I did my socks! She had asked me if I would like her 4ft wide Range Cooker as she was having another new kitchen and the present cooker was not going to fit.

Knowing the ladies cooking skills the cooker must have done a few beans on toast and warmed up a few ready meals and not much else, so well worth having as a new one then was well over a thousand pounds.

Before we left home Jill said don't be too long as snow is forecast later , on the way I picked up a neighbour who was a strong Rugby type who was good at lifting heavy cookers ! We got to Dyrham and got the cooker in the back of the truck ,had a coffee while the boys watched a “video “ (never seen one before ) and were just leaving at eleven oclock when it started to snow . We only got half way up the hill to the A46 and got stuck in deep snow .Any one who has had a Ford/

Mazda 2 wheel drive truck will know how useless they are when its slippery . Ran back to the house knowing the lady was more than friendly with the local farmer who had a very big tractor ,so a phone call and ten minutes and the farmer appeared ,tied us to the back of the tractor with a nylon strap and pulled us up to the A46.

To give you an idea of how bad the snow was , we were 12ft behind the tractor and couldn't see it in front ,it was total “white out” .On the main road we got moving in the ruts made by one or two vehicles heading for the Motor way . When we reached the roundabout over the M4 the only way you could see where to go was look up at the tops of the lamp posts and aim between them and hope for the best , After the M4 we headed down the “dip” before the slope up to the level of the infamous Scrap yard and the Cross Hands lights.

The snow had died down a little and we could see where we were going and at the bottom of the dip blocking the one track through the deep snow someone had abandoned a bright orange Austin Allegro .

By now its nearly 3 oclock and the boys were starting to get really cold but it was still a big adventure , we pushed and

heaved to try and move the Allegro but the two of us just didn't have the strength when down the hill from the Cross Hands comes a big black Ford Granada followed by 4 people in a Range Rover that had to stop because their way to the M4 was blocked.

Out of the Ford comes a little chap in a Sheepskin coat and plaid flat cap, When he got up to us and started to speak, I thought I know you but for the life of me couldn't place him, I explained that if he and the folk in the Rover gave us a hand then we could move the Austin and all get going.

With that he went back to the Rover, had a quick conversation with the driver who then shot off in reverse back up the track closely followed by the flat cap in his Ford. I was left in the road shouting "Come back you miserable Ba-----s as they disappeared from view. My Rugby playing friend said "Who was the Scottish bloke in the cap " Dont know said I .

To our salvation down behind us came 4 lads in a battered old Land Rover who soon heaved the Allegro onto its side and out of the way so we could get going.

Rugby man said he would sit on the tail board and be able to jump off and push if it was needed. We got back from our 4

mile trip at 5.30 but no one on the back..! He had fallen off just before the Cross Hands Junction but the Land Rover boys saw him and took him home.

I found out the next day who I had been talking to and waving my fist at. The Flat Cap was Jacky Stewart. It should have clicked when I saw JSI on his number plate and the range Rover?

The Queen, The Duke and two security men who had all been to Princess Anne's for lunch and were trying to get to the M4 and a police escort ,they made their way back to the Cross Hands where the manager had a bit of a shock when they all turned up in his bar! He let them have his flat until a Snow Plough came for them about 8.30.

In the old days the punishment for blocking the Royal Progress was beheading or locked up in the Tower so thank god for modern times and Jill had a nearly new (if not nearly frozen) cooker. And the boys? No one at school would believe them when they told the story for several days.

*Phil Ramney*

# Drive-By

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Ah, that can't be right? Oh crap...

If, like myself, you're of a certain age then you'll probably remember the road safety ads that used to be regularly aired on TV and the catch phrase for wearing a seat belt? Absolutely right that person, 'Clunk Click, Every Trip', award yourself a Cadbury Creme Egg.

However, absolutely what you don't want to hear is some awful parody of that slogan as you're sat in your car in the supermarket carpark at stupid o'clock in the morning (easiest and arguably safest time to shop is just after the supermarket opens) after you've just finished loading four fully laden (and surprisingly heavy - I really must make an effort to reduce my lockdown alcohol intake...) bags of shopping, turned the key and... 'Click Clunk' as the entire dashboard suddenly goes blank and the ignition key's activating squat. And to make for the perfect storm, it's Good Friday.

Of course, being an archetypal male of the species, I then commenced to pull the key, reinsert it and try again -

zip, nada, nowt, there's a surprise. And then I try the central locking to see if that's working, despite now being the proud owner of a dashboard with less lights than a WW2 blackout, duh...

Swiftly calming down and reminding myself that my AA details are in the glovebox (that's AA as in 'Automobile Association', not 'Alcoholics Anonymous', although either option would probably be helpful given the prevailing circumstances...), common sense and a little clear thinking had me leaping out of the car like an Olympic gymnast (I might have made up the last part of that observation) and grubbing around under the bonnet, as the only thing that can cause a total electrical failure is the battery, or rather the lack of it.

In their infinite wisdom, Vauxhall has the battery in the Kennel Klub Kar (yep, my Vectra) buried in a thermal blanket with a number of pop fastenings to pull apart to gain access to the battery itself. A couple of pops later, the terminals are exposed and a quick check by fingertip to see if they're tight elicits a clicking noise

from somewhere else in the engine room, hmm.

Back into the car and... the dashboard's lit up like Blackpool celebrating a royal visit and the heap of sh.. er, Vectra starts first twist of the key. And continues to start for another couple of attempts before I contemplate driving home - result, Mr Dymock, you engineering genius, Sir!

Less than an hour and a number of trial restarts on the driveway with no more problems later, and she-who-must-be-obeyed-without-question and I are on the road to Bristol to have garden catch-ups with both of the children whom we haven't seen since our house move just before Christmas.

The run to Bristol went without a hitch and the oil-burning narrowboat thumper that Vauxhall saw fit to bolt in under the bonnet was in its forte and surprisingly quiet when running in the middle of its torque band. After several wonderful hours of chatting with the family it's time to return to Yeovil and, 'Click Clunk' - zip, nada, nowt. Again.

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***Finally, saving the really big four-wheeled news 'till last, I've bitten the bullet and purchased a new vehicle – and it's all electric! Yep, I've joined the 21st century and gone electric and, to date, I'm nothing less than totally impressed.***

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Of course, now being a practised expert in the ancient and arcane art of Vauxhall Battery Tickling (look it up, it's a thing. Probably not), a swift repeat of my early morning performance in Asda's carpark had the Kennel Klub Kar back in rude health, and I was only mildly perturbed as we pulled away and I caught sight of the children giving us the sort of baleful look that was last seen being given to Kamikaze pilots as they flew off...

Pulling onto our driveway an hour and something later after a fault-free run home was a bit of a relief and immediate investigation was obviously required. Actually removing the thermal blanket from around the battery this time and... yep, a pair of more-than slightly loose terminal connections.

Thanks to our recent house move, trying to locate my toolkit took infinitely longer than the minute it took to spanner the terminals FT (\*\*\*\*\* Tight - work it out for yourselves) and I can only think that the thermal blanket was administering enough pressure on the terminals to hold them in place most of the time?

And the reason the terminals were that loose? Probably my having to jumpstart Lynnette's ancient Fiesta earlier in the week as she hadn't driven it for over a month and its battery was flatter than the proverbial pancake.

The jump leads I have were gifted to me by my father and I can only think they were designed to jumpstart small power stations as the cables are thicker than any of my fingers and the serrated clamps have a bite force that would shame a Great White Shark. I had probably pulled them off the terminals a bit swiftly after the Fiesta kicked into life, rather than spending another second and ensuring the clamps had relinquished their massive grip – with age comes wisdom...

Never mind, slight operator error aside, the Kennel Klub Kar continues to be a surprisingly good, if a little dull, means of getting from A to B,

and the industrial skip size space with the rear seats folded has allowed us to take load after sizable load of garden refuse to the local recycling centre; an important facility when your gardener other half is thriving on reducing the overgrown borders which have bushes that are up to ten feet \* deep from the fence (\* 'feet' plural of 'foot'. Also; inches, yards and miles – post-Brexit and properly correct British measurements of distance. Club members under the age of forty are advised to look this up online so as not to be left behind by the older generation).

I have to say that even in the short time we've been in our new house, the good people of Yeovil have made us incredibly welcome, even to the extent of naming a local road after me! It's true, just two roads from our new house is the perfectly judged 'Christopher Close' which we pass on every trip back from the local recycling centre; truly warming and humbling.

Lynnette says it's highly unlikely, of course (amongst a lot of other, unprintable, comments on the subject...), but I recently discovered that when I left my house in Bristol, the entire neighbourhood held an enormous street party, which

obviously can only be an outburst of deep mourning at my having left town. Even now, I imagine that Bristol City Council are sorting out the Blue Plaque for my old abode...

Finally, saving the really big four-wheeled news 'till last, I've bitten the bullet and purchased a new vehicle – and it's all electric! Yep, I've joined the 21st century and gone electric and, to date, I'm nothing less than totally impressed.

After a lot of homework, I decided to purchase a spanking brand new, latest model of Hyundai and which has only recently been released in the UK. Supplied direct by Hyundai Power Systems rather than the dealer network, it's more utility vehicle rather than SUV as it's really not sporty at all, but it was still real excitement when my personally specified HYM3800E (Hyundai's most powerful electric model - of course), was delivered and, what a stunner.

I opted for metallic blue with silver and black highlights which looks brilliant on the curved and slashed modern bodywork with its kicked up rear, and the alloy wheels shod with chunky off-road style tyres really give it some presence.

What I'm really enjoying is the superb engineering of the adjustable suspension height feature which has a lift range of 50mm and only requires me moving a lever, which uncannily sort of resembles the gearshift of the autobox in my old Jag, to slam the whole caboodle to the weeds or raise it enough for some serious off-roading, awesome.

Range anxiety? None. It turns out my extension lead together with the lead my HYM3800E is supplied with allows me to mow to the very edges of my entire garden.

And the grass collection box is just perfect, and... sorry darling what was that? Ooh, goody, must go, it's time for my next meds and my nap. Lockdown syndrome? None of that here, hasn't affected me in the slightest, must be referring to others.

Oh, and RIP Hannu Mikkola, Sabine Schmitz, Murray Walker and HRH Prince Phillip – I appear to have reached the age where life stops giving and starts taking.

*Chris Dymock*

# Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website's sign-in and registration page. At the top, there are navigation links for 'Information', 'Subscriptions', and 'Events', along with social media icons for Facebook, Twitter, Instagram, and YouTube. The club's logo and name 'Bristol Motor Club' are prominently displayed, with the tagline 'Promoting club motorsport since 1911'. The main heading is 'Sign in to Bristol Motor Club'. Below this, there are two input fields: 'Username' and 'Password'. The 'Username' field has a red border and a warning message: 'You must enter a username' with a link 'Forgotten your username/password?'. The 'Password' field also has a red border and a warning message: 'You must enter a password' with a link 'Have a password reset token?'. A blue 'Sign In' button is positioned below the password field, with a link 'Problems logging on?' next to it. A note states: 'Note by signing in, you agree to our Terms & Conditions.' To the right of the sign-in fields, there is a section titled 'Not a member yet?' with a sub-heading '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 text is 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 myClubhouse® - Online Club Membership Administration Software For Clubs - Management Version 5.12.15.1477-201 PAGE'.

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

## To Join BMC\*:

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

## NOTE:

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

# BRISTOL MOTOR CLUB



## MEMBERSHIP APPLICATION / RENEWAL

To the Membership Secretary,

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

In order to fulfil Bristol Motor Club's contractual obligations with me/us, I/we hereby authorise you to enter my/our name(s) and other information entered in this form in the Register of Members. I accept that as well as being a requirement of Company Law the information will be used solely to produce mailing lists for club publications and event notices and will not be passed to any third parties unless required to do so to meet a legal requirement. The BMC Privacy Notice and Data Management Procedure are both available for me to read on the Club's website - [www.bristolmc.org.uk/reference](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 BS52 8AX.

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

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

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

## **Collecting your information**

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

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

## **Using your information**

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

## **Sharing your information**

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

## **Security for your information**

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

## **Your rights**

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

You may make a complaint to the Information Commissioner.



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Contact Andrew on 07916 723 648.

# 2021 Events

<b>Date</b>	<b>Event</b>	<b>Status</b>
Friday 29th January	Winter NavScatter	Cancelled (Covid)
Sunday 14th February	SUV Trial	Cancelled (Covid)
Sunday 11th April	Kemble AutoSOLO (Bath MC)	Ran
Saturday 24th April	Wiscombe Park (Woolbridge MC)	Ran
Sunday 25th April	Wiscombe Park (Woolbridge MC)	Ran
Sunday 23rd May	Westonzoyland AutoSOLO	Cancelled (Venue)
TBC in June	Landow Track Day	Subject to Govt*
Tuesday 6th July	General Meeting & BBQ	Subject to Govt*
Saturday 10th July	Llandow Sprint	Subject to Permit*
Saturday 17th July	Dick Mayo Sprint	Subject to Permit*
Sunday 18th July	Classic and Performance Parade	Subject to Permit*
Sunday 8th August	Kemble AutoSOLO (Bath MC)	Subject to Permit*
Saturday 14th August	Pembrey Sprint	Subject to Permit*
Sunday 15th August	Pembrey Sprint	Subject to Permit*
Saturday 4th September	Wiscombe Park Hillclimb	Subject to Permit*
Sunday 5th September	Wiscombe Park Hillclimb	Subject to Permit*
Sunday 19th September	Westonzoyland AutoSOLO	Subject to Permit*
Saturday 25th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Saturday 26th September	Manor Farm (Woolbridge MC)	Subject to Permit*
Saturday 23 October	Great Western Sprint	Subject to Permit*
Friday 29 October	Autumn Navscatter	Subject to Permit*
Sunday 14th November	Fedden Sporting Car Trial	Subject to Permit*
Sunday 28th November	Allen Classic Trial	Subject to Permit*
Tuesday 7th December	General Meeting & Buffet	Subject to Govt*

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