

Magazine of **Bristol Motor Club**

Driving Mirror



Summer 2025



Supercharged Ariel Atom

Pegasus Sprint - **moleracing BSC** - 600BHP EV

ASWMC Membership - **Brat Pack at Loton Park** - Drive-By

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The next Driving Mirror deadline is
Friday 26th September 2025.

Please send any words or photos you have to: Matt@classiccarsdriven.com



Chairman's Chat

YOUR CLUB NEEDS YOU



Very recently those members on our Mailchimp email list will have been reminded of 3 upcoming club events, we are seeking Marshals for 2 consecutive days at Castle Combe and a couple of weeks later at Llandow Circuit (the other side of Cardiff in South Wales) not forgetting Wiscombe in September of course. Email coming soon.

Beside Marshals we have a number of roles within Bristol Motor Club and perhaps one of these would be suitable for you.....all roles are as volunteers and are allocated with the full support and backing of the club. We would provide guidance and training to help you to help us.

My photo this time is of a number of Motor Club members, attending the

recent Chippenham and Calne Rotary Club Classic Run. Many you will recognise as BMC members and also one from Bristol Pegasus Motor Club. When I look at this group I am in awe of the number of different roles they currently or previously contributed to the events and wellbeing of your club.

Roles can be on the day of an event but also involve a lot of forward planning, dealing with venues and suppliers, organising permits via MSUK (the official bits), getting sets of Regulations (NCRs) published and distributed, dealing with entries, dealing with entry fees, assembling a team of officials, liaising with Chief Marshal, assembling a team of marshals, organising 'kit' for the event, sourcing awards etc, etc. This all takes place well in advance of an event and applies irrespective of the nature of the event or the individual motorsport discipline we are promoting.

All of the above can be done by one person, a small/large team or a group of individuals all taking on a specific task and reporting back. On the committee we keep a watching brief but are very happy to let an 'organising' group do just that for the event and knowing they will ask for help if needed and when communication is needed with the rest of the club membership. Some official roles require an appropriate MSUK licence (which has to be earned) but very many just need someone who is keen, willing, wishes to learn and wants to help.....
COULD THIS BE YOU....

We have many folk who have carried out roles for a number of events over many years and we would very much like to ensure continuity and have an active

succession plan in place. If you would perhaps like to shadow someone before taking the plunge that too can be organised. Just talk to me or any of the Committee, we will be glad to point you in the right direction. I represent BMC on the committee of Cotswold Motor Sport Group, we as a Group are very aware that many clubs are struggling to put on events and much of that relates to not having the right or sufficient volunteers to safely and efficiently run events.... I really do not want to see that happen at Bristol Motor Club, founded in 1911 and hopefully still going strong and promoting affordable Motorsport.

Mark Benstock



Club members enjoying the Calne Classic Car Run

Bristol Pegasus Sprint - Saturday 10th May

The sun shone brightly on Pegasus's sprint at Castle Combe in the driest May on record and although there weren't too many BMC members present, one of us was about to break an official class record and another take an unofficial victory too.

I was nestled in class A3 (Series Production Cars 1800cc – 2600cc) in the GT86, which I've decided can be used for these events (it's fine, exactly what Toyota had in mind) a class boasting a rather large 18 car entry. With Matt Parr

watching the WEC at Spa and Pekka Tulokas finalising his wedding speech at home this was looking like a Pegasus whitewash.

My aim was to enjoy the day and eek out what I could from 200bhp and 150lbsft of torque propelling 1250kg of car, quarter tank of fuel and me. Officially the GT86 has 160bhp/ ton, although I also think torque/ ton should be used in performance levelling comparisons.

Mark Tooth explained to me about the Classic Marques rolling road sessions and it struck me then what about torque,



Claire Tooth on her way to a class win and new class record



Andrew Till grabbed an ACSMC Standard Car Class victory

doesn't that play a part to. I'm thinking of the expression 'Horsepower wins the argument torque wins the race'. Reading a bit more apparently it does but only underneath the torque curve to get the car off the line. Once the rpm rises then it's the bhp curve that ultimately determines performance. As you were then.

In Class A2 (Series Production Cars 1400cc – 1800cc) Donald Guy was once again out in his Toyota MR2 running consistently all day (77-79secs) delivering his best of 77.41 on the first timed run in the morning. Meanwhile Claire Tooth, who entered primarily to get her eye in

for Loton Park the following weekend, got the family Elise underneath the class record at the first time of asking before nailing her best of 70.95secs on the optional fourth run at the end of the day. All runs counted so the record has been lowered by nearly 2secs. Good work Claire.

Back in A3 battle commenced at the front of the class between Trevor Hartland (GR Yaris) Pete Goodman (MK8 Fiesta ST) son Ben Goodman (MK7 Fiesta ST) and Jim Hood (Mazda MX5 Turbo).

Jim took an early lead before two runs

from the end Trevor leapfrogged him to leave all the main protagonists waiting in the paddock for the result to be published after the final run. I left them to it at that stage. In the end it was Trevor 1st (70.68) Jim 2nd (71.36) and Pete 3rd (71.61).

Elsewhere in the class BMC members were having our own battle away from the front with Tony Shearman getting his MX5 ND round in 78.71secs to secure 12th, Andrew Till 11th (76.06) in his 'standard' Honda Civic Type R GT, myself 10th (75.85secs) and Mike Wells leading the pack home 6th (74.34) in his MX5 NC. Well done all.

Adrian Clements was back out in his Westfield SEIW competing in Class B3 (Road Going Specialist Production Cars over 1800cc) where his only competitor failed to make a start and so time to get those run times down. Adrian was

consistent all day nailing a 66.13 on the first timed run.

Carole Nicholls was also out in her Austin Mini 1340 in class C1 (Modified Series Production Cars up to 1400cc) and squeezed in under 100secs right at the end of the day with her best of 99.91secs. Whilst Paul Franklin pedalling his fully livered up Escort RS Cosworth in Class D3 (Rally Cars) came home second behind a Porsche 997 with his best of 77.76secs.

A nicely run event that once flowing didn't falter and offered a 'in no particular order' fourth timed run. Great to share the paddock with a McLaren M18 Formula 5000 car along with fellow BMC competitors. Oh! and what about that 'unofficial victory' well to explain.

Andrew Till (Civic Type R GT) is competing in the ACSMC Sprint



Paul Franklin stretching the Escort Cosworth's legs



Carole Nicholls got her classic Mini around in under 100secs

Championship – Standard Cars and because they weren't in the same class elected to monitor the times of everything that looked standard. It was super tight all day between us, but I edged it by 0.21 secs, unofficially because

I'm not in that championship. Andrew will of course be awarded the win. Quite right too.

Matt Nicholls



Mike Wells led home the BMC contingent in Class A3

As a new member to the Classic Marques and bringing with me two other 'Brat Pack' MX5 owners from the Bristol Motor Club 'MX5 Challenge' this was going to be my first time at Loton Park.

I started driving competitively back in 2015 in my first mk2 MX5 which was bought from eBay by my late father-in-law, Roy. Let's just say my mother-in-law and wife weren't impressed, as we were away in Cornwall on holiday at the time.

With a few years in the then-new MX5 Challenge and I fared well in some auto solos and sprints. After a couple of years, I took a break to spend time with our 2 young children and sold the car to some fellow BMC members who went on to win the challenge a couple of times. Anyone remember the famed 'RS'.

A return to motorsport was inspired by trying a BMW Mini Turbo that I had bought as a sports/practical car. (See don't buy a Mini when you really want an MX5) However, it transpired I was not a fan and quickly sold it, buying another mk2 MX5. This was at the start of the pandemic, so I only had a few outings in

my returning year. My first Hillclimb experience was at Wiscombe that year and I found that I enjoyed the close tightness vs. the more open sprints. With a good deal of success in the following years at auto solos, sprints and hill climbs, the time for something a little different was upon me.

A few years ago at Llandow, Andy Johnson mentioned the CM series to me when I was trying to convince him to join our challenge. After running into him a few more times and after some enquires to Noor it seemed I could do rather well in this group. With Chris Parr and Aaron Sharp both saying the same, the move was made.

Saturday 17th May:

An overcast start to the day but still warm enough for shorts and T-shirts, just. After taking the time to walk up the hill it was clear that watching in-car videos was only going to help so much. It's a complex hill compared to Wiscombe, Prescott and Gurston.

Being my first time here, the first practice should have been an uneventful event but in typical Phil mode I was a little over



Phil is a massive MX5 fan and now Classic Marques convert

eager. I forgot about using the brakes at the right moment at the blind corner of Museum and exceeded the track limits. Luckily I didn't use the tyres ahead of me as a stopping method and managed to continue up the rest of the hill rather tentatively.

Just remember it's practice. After a comparison with a few other fellow MX5s times I was doing ok (until Museum). Thankfully I didn't end up as one of the this corner's artefacts.

The whole of the CM class cleared the first practice, with Rob Pack setting the quickest run.

Second practice was much better for me: I managed to stay on the whole circuit right until the finish line- phew! This gave me a good benchmark to start our timed runs With a third practice being offered before lunch, the whole CM group voted to make this our first timed run.

As ever, after our first timed runs, Chris

Parr and myself were very close with only a few hundredths between us. Loton Park benefits from having many timed splits and this allows for a quick analysis of various sections of the hill. I seemed to have the upper hand on the lower section staying ahead of Chris, but he managed to pull away and find some extra time on my results. Our second and third timed runs were after lunch.

This hill is a tough one with narrow tarmac and very technical sections which is going to take some time to learn.

Lunchtime consisted of various conversations of different ratios and various car stuff. Most is beyond my knowledge, some I understand, most of it not. I'll be honest, cars are not my area of knowledge. Ask me about construction and I might be able to answer.

With the sun finally breaking through the clouds, it was time for our second timed runs. This gave us a warmer track to use and faster times were set. After another review of the times set by Chris, it was evident that he was quicker after Triangle Corner than me. I knew I had to push harder and try some better lines and, thankfully, it worked: I broke the 66sec marker with a low 65sec run.

After more red flags, it seemed that the official second timed run was going to run rather late (maybe that third practice wasn't such a great idea).

With the sun getting much lower we finally started our batch. The pressure was mounting as I was trying to get in a high 64s run. I came close with a 65.02. Maybe Sunday would be better??

After all the awards were handed out, it was a quick dash back to the hotel and a taxi ride back for a CM dinner at the lovely Old Hand and Diamond pub.

Many stories of motor racing were shared of the day's events and a few pints put away. After the meal, it seemed like we may be hanging around for a while waiting for a taxi firm to decide to venture out into the sticks to collect us and take us back to the hotel.

The conversation started to include the entertaining issue of whose car can we hot wire or how many can you get in an Abarth!! Luckily Chris, his son and myself had managed to book a taxi back to our Hotel in the middle of Shrewsbury.

As I've said on Facebook, everyone in this CM championship is friendly, happy



Queuing at the top of the hill

to talk and help and pass on tips. Just roll on Sunday and maybe some quicker times.

Sunday 18th May:

On Sunday morning, a few tales of interesting escapades spread around the CM paddock regarding the effort from the group that we had left behind at the pub and how they had managed to get back to the hill after the meal. It seemed that the Leo and Adriano came to the rescue.

However, it seems to have turned into a mass taxi ride with an after- event party

when they had pulled into the back of a van with disco lights and music..... There may have been some slight noise and the security guards giving them some polite advice.

With the sun already joining us from the start of the day, conditions were great for first practice: the track was nice and dry and times were similar from EoP yesterday. I managed to break the 65s barrier on first practice. Hopefully, this would continue throughout the day. Posted algorithm times put me in 4th, which would have been an amazing result. I had no doubt this would change, as Rob was penalised for hitting a flappy



Chris Parr also part of the MX5 'Brat Pack' move to Classic Marques

somewhere.

Onto second practice and a few changes of places as expected. I had tried something different on the approach to Triangle which half- worked. But over-braking made the run slower.

Another walk up the hill during lunch allowed me to mark the sections and splits out on the course map. After some analysis, I hoped I would improve on my efforts that morning.

With lunch time (organised around the land owner's granddaughter's Christening at the local church) over, engines could be fired up again and the first set of times runs commenced.

After a few more red flags and flappers being knocked out, timed runs started with a flurry of quicker runs from most of the CM group. I managed to match my best form of the previous day but didn't quite find the form in the top section from Cedar to the finish line. Maybe a left over twitch of nerves from nearly going off at Museum the previous day.

After a few more sugary snacks and a good talking to myself, it was time for the last attempt at the hill. With a bit of tyre spin at the start line, my nerves were

clearly still with me as my starts had been good all weekend. I shouted to myself to get a move on, but then again after Cedar straight I still couldn't get the next 2 corners quite right. However, with setting a PB on nearly every climb, I finished the second day with a very respectable 64.53. Thus, finishing in 4th place just 0.06 from Nigel in third.

Maybe another visit is required back to Loton soon to see if I can get into the 63s? According to my data and comparisons with Chris Parr's upper section that should be possible if the conditions allow.

What a great weekend with all the competitors in The CM. Roll on to my next CM event at Prescott and see what can be done there. It's a hill that I've been to before. Can I beat my best time set in my mk2.5 in 2024.

Phil Oliver

Just a few days after Cadwell we were in North Wales at this fabulous circuit. But I first went back to Raceshocks in South Wales where some valving tweaking was done to the dampers. I didn't have time to send them via a courier and get them back in time, so I drove down Monday in the camper van and again stayed overnight in the car park while they worked their magic and returned late Tuesday. Set the car up Wednesday and drove to the circuit Thursday for testing Friday.

Anglesey National

The testing on both circuits went well, and the ride quality was much better. A failed wheel speed sensor was also found that caused the engine to cut on bumps, and this was certainly part of the problems so far. So, with that taken out of the system we could start working on the springs, packers and damper settings. What wasn't in doubt was the downforce and power increase of the winter mods.

Glorious spring weather made for a relaxing weekend, although I had

definitely had my money's worth from my oldest set of tyres with repeated flat spots and one was deemed scrap only.

The practice however didn't seem to help much – or perhaps the standard has gone up this year - as with 18 contenders, the places 4 to 8 in the first run off were covered by 4 tenths of a second and I was 8th. However, these 4 were the same four in the next run and I improved to put myself at the head of the chasing group for 4th, this is going to be a tough season to make the podium come October. Last year's Champ, Chris Jones stated his intentions by winning both rounds.

Anglesey International

The international layout is 3 times the distance of the National and so everything to play for the following day. Glorious weather for April at this wonderful circuit. I was pleased with the speed achieved on the back straight relative to the cars with more power than me, but two hard fought close 5th places were the best I could achieve on the Sunday. Steve Broughton pushed Chris Jones into second place each time to also stake his intent on the '25 title.

Mallory Park – club event

A useful club event to get some practice in before the British heads there in the summer. It was a slightly different layout – but track time is track time and especially useful as I am refining the

springs/dampers and handling.

There were some wonderful old cars at this meeting, and it was nice to come up fastest of all 160 cars there but this was to be expected as there were only 2



Steve has worked hard to improve performance and lies 2nd overall in the BSC

other single seaters. We established some understeer characteristics plus the car running too low on maximum downforce settings and under braking. This caused the bottom of the car to wear away and needed sorting.

It also turned out that the 29-year front antiroll bar finally snapped, and Alan at AHP Precision Fabs in Banbury did an excellent repair first thing in the morning – yet another night in the camper van outside a factory.

Blyton Eastern – club event

A practice event to get my eye in for the BSC round in 6 days' time was very useful and it paid off as you can see later. 7 runs on the old tyres and I got to within 0.07 of the outright win to come 2nd overall.

The ride height changes in the garage worked well and were tested with balsa wood ride height indicators that cross referenced the linear potentiometers on the dampers and the car is now just touching or maybe a millimetre clear so next the low and high speed (mechanical and aero respectively) handling balance can be worked on. With extra air being sent to the floor, there is less going in the radiators and cooling is an issue. Tuft

testing highlighted this and tweaks to air flow have been made.

Blyton Eastern

It felt as though the BSC competitors hadn't got together for ages, and 15 of us were fighting for top 12 honours in the 80-car meeting. Many of us were now in proud possession of brand-new Pirelli tyres after a 2 year wait. Bargain at £1700 odd for a set.

I was on the pace in practice after my recent visit last weekend, and my qualifying run was 0.7secs off a PB in 2nd place and the new tyres felt fantastic. For the first run off, I tried perhaps too hard and dropped a few tenths to come 5th such was the competition – with Chris Jones taking the win.

However the highlight of the weekend was the next qualifying run despite going back to old tyres, which, without the pressure was over a second faster, a new PB, 2nd overall and a new class record for a bonus point.

In the final run off dropped a few tenths but I was pleased with a 3rd. Steve Broughton took the win, despite swapping to a spare engine after the last one had a bolt coming loose and causing

some engine damage at Goodwood.

Blyton Outer

The sunshine of yesterday disappeared and a cold easterly wind set the tone of the day. Pete Goulding won both run offs, and I managed a 5th in the first and was pipped into a 6th by just 0.02seconds by new contender this year from Northern Ireland, 22 year old Ethan Faulker. So close!! The 450bhp Norma driven by another new entrant, Duncan Barnes was a few tenths quicker than both of us – so BSC competition is hotting up in '25.

Pembrey National

I treated the car some of the good stuff from sponsor ROWE OILS and after a long wait we gathered at the south Wales venue of Pembrey for some serious running on this wonderful track – big sweeping high corners with power straights. Weather was promised heavy rain and high winds all week and I was excited as I love the wet – I even paid extra and booked a garage.

It was a damp start and 3rd fastest was promising – especially as there were 15 BSC runners chasing the top 12 spots. Slicks for practice run and then best

slicks for the rest of the day. However, it started raining just before my run and I played too cautious and had a disappointing result. The next run was better with a 4th, just 5 hundredths behind John Loudon.

Pembrey Clubmans

A variation to the layout on Sunday and the times were amazingly close. After 105 seconds of running the positions 2 to 6 were covered by just 1 second. The car is handling so well, I am finding hard to push it into oversteer or understeer and it's just delivering the goods/grip. Must scare myself more. Anyway, I was very pleased to come 2nd behind Chris and ahead of the normal front runners.

Steve Brown had a lucky escape when a wishbone failed at high speed, and he avoided totalling his race car in the pit wall.

As we left, for reasons more of consistent performance during the first 14 rounds I am lying 2nd overall, but there is a chasing pack closing fast – watch this space.....

Steve Miles

Hyundai Ioniq 5N

Some of you may know that I've been using my Tesla Model 3 Performance in Castle Combe Sprints with Bristol Motor Club, and Shelsley Walsh hill climbs with the Midland Automobile Club, not to mention numerous Castle Combe track days. Well, that's all finished. I've changed the car to a Hyundai Ioniq 5N.

What the hell is that? those of you who would never look at an EV might say. Well, let's just say it's an EV designed for petrol heads and the track. First the basics:

- 4 wheel drive
- 600bhp boostable to 641bhp for 10 seconds with a 10 second cool down before you can use it again.
- Electronic LSD.
- Adjustable torque - front wheel drive, rear wheel drive, or anything in between.
- Adjustable regen (engine braking for the petrol heads) generating up to 0.5g of braking force.
- Adjustable reactive suspension, soft, medium or hard.
- It weighs 2.2 tonnes, but you wouldn't know it from the way it handles.

It can do 10 laps without battery overheat problems, or braking problems. It delivers pretty well full power right down to only 30% battery.

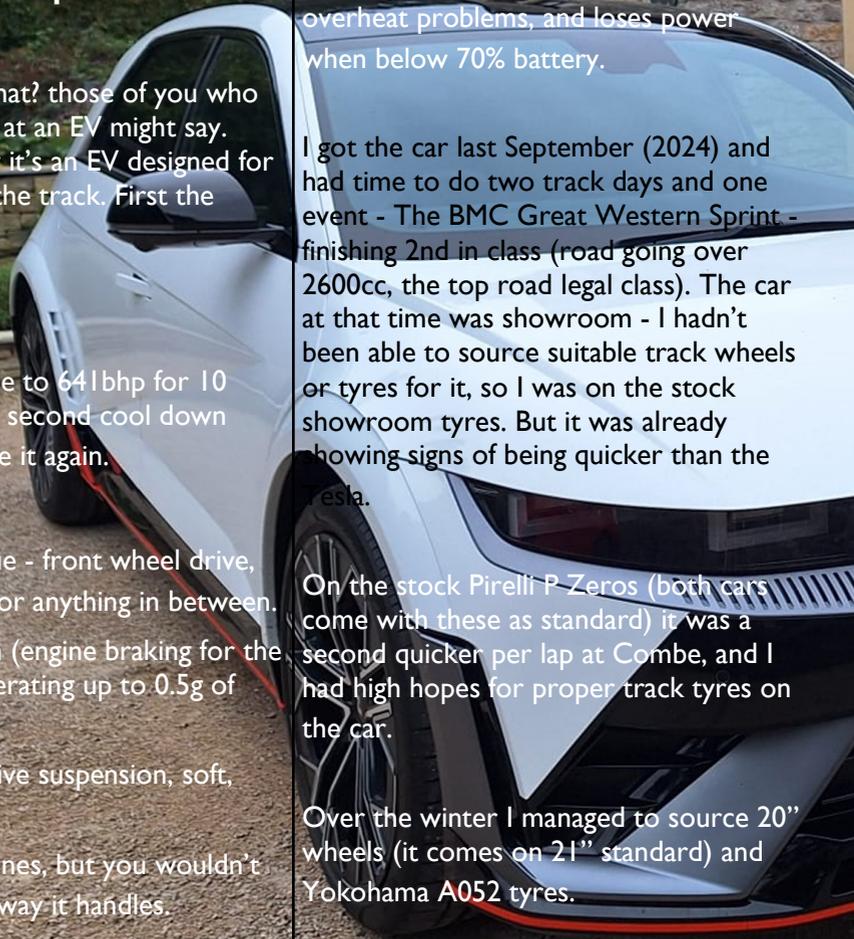
It can charge from 20% to 100% in about 40 minutes. Just a lunch break...

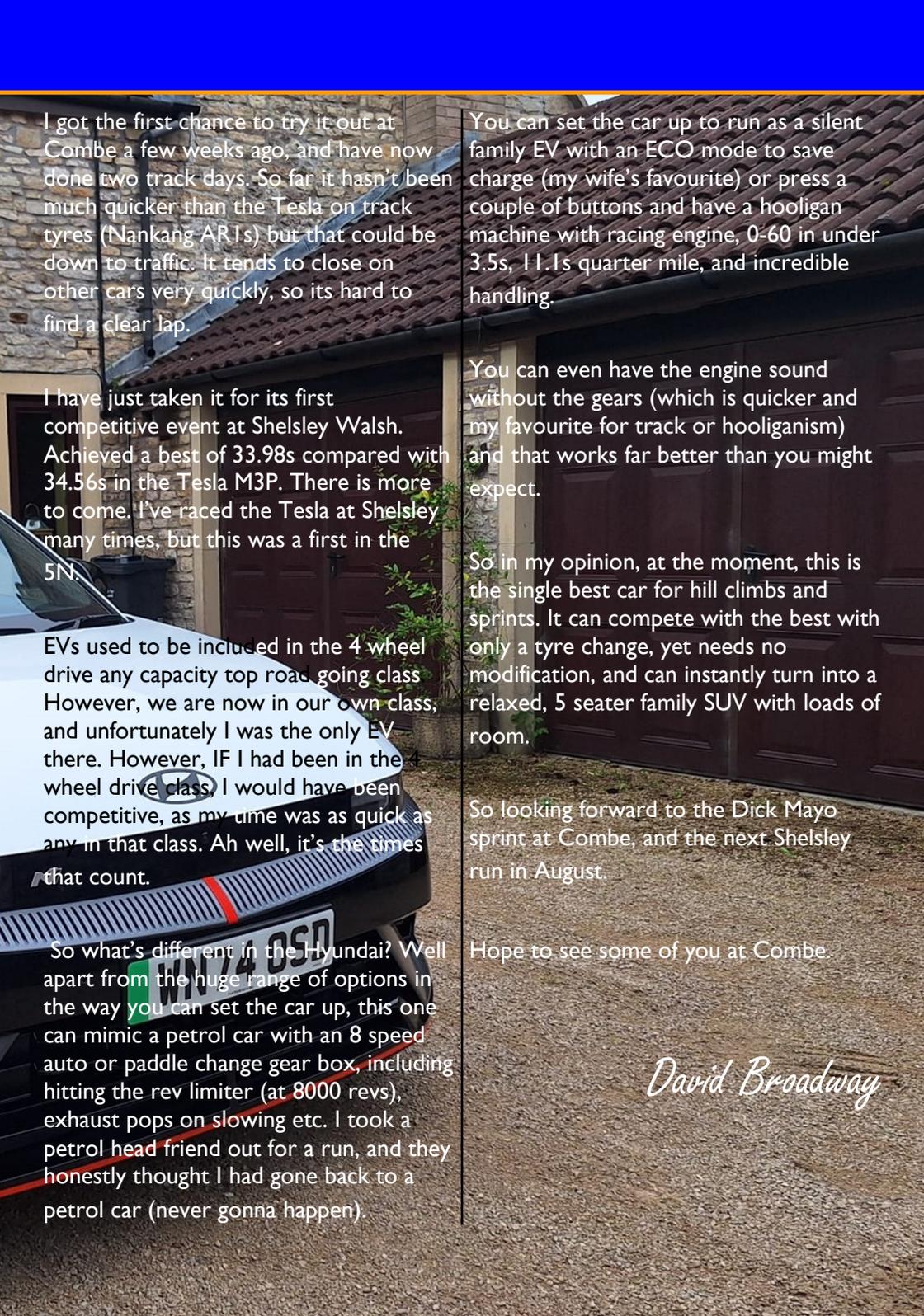
The Tesla, for comparison, weighs 1.8 tonnes - about the same as a BMW M3, can only do about 3 laps before battery overheat problems, and loses power when below 70% battery.

I got the car last September (2024) and had time to do two track days and one event - The BMC Great Western Sprint - finishing 2nd in class (road going over 2600cc, the top road legal class). The car at that time was showroom - I hadn't been able to source suitable track wheels or tyres for it, so I was on the stock showroom tyres. But it was already showing signs of being quicker than the Tesla.

On the stock Pirelli P-Zeros (both cars come with these as standard) it was a second quicker per lap at Combe, and I had high hopes for proper track tyres on the car.

Over the winter I managed to source 20" wheels (it comes on 21" standard) and Yokohama A052 tyres.





I got the first chance to try it out at Combe a few weeks ago, and have now done two track days. So far it hasn't been much quicker than the Tesla on track tyres (Nankang ARTs) but that could be down to traffic. It tends to close on other cars very quickly, so its hard to find a clear lap.

I have just taken it for its first competitive event at Shelsley Walsh. Achieved a best of 33.98s compared with 34.56s in the Tesla M3P. There is more to come. I've raced the Tesla at Shelsley many times, but this was a first in the 5N.

EVs used to be included in the 4 wheel drive any capacity top road going class. However, we are now in our own class, and unfortunately I was the only EV there. However, IF I had been in the 4 wheel drive class, I would have been competitive, as my time was as quick as any in that class. Ah well, it's the times that count.

So what's different in the Hyundai? Well apart from the huge range of options in the way you can set the car up, this one can mimic a petrol car with an 8 speed auto or paddle change gear box, including hitting the rev limiter (at 8000 revs), exhaust pops on slowing etc. I took a petrol head friend out for a run, and they honestly thought I had gone back to a petrol car (never gonna happen).

You can set the car up to run as a silent family EV with an ECO mode to save charge (my wife's favourite) or press a couple of buttons and have a hooligan machine with racing engine, 0-60 in under 3.5s, 11.1s quarter mile, and incredible handling.

You can even have the engine sound without the gears (which is quicker and my favourite for track or hooliganism) and that works far better than you might expect.

So in my opinion, at the moment, this is the single best car for hill climbs and sprints. It can compete with the best with only a tyre change, yet needs no modification, and can instantly turn into a relaxed, 5 seater family SUV with loads of room.

So looking forward to the Dick Mayo sprint at Combe, and the next Shelsley run in August.

Hope to see some of you at Combe.

David Broadway

Car Chase Heroes Experience Day

On first arrival it's difficult to judge a Car Chase Heroes event when the eclectic mix of cars on offer ranges from film and TV favourites like the General Lee and Batmobile through classic Ford's and onto supercars from Lamborghini and Ferrari not forgetting Nissan's formidable GT-R.

Invitation came courtesy of my son and daughter from last years' Father's Day in the form of a Virgin Voucher simply called 'Drive Four Classic Fords'. For various reasons I ran out of year in 2024

so the first half of 2025 it had to be to avoid voucher expiry. Leaving things late meant a shortage of availability both in terms of venues and cars leading to inevitable upgrades. Of my four Fords only two were available and so for a bit extra (ker-ching) duly replaced by a Lamborghini Gallardo Superleggera and completely insane supercharged Ariel Atom. I'm not complaining.

These guys run events all over and with Kemble and Combe fully booked I looked further afield and ended up at their biggest in the calendar, Abingdon Airfield. Impressive in size and scale they were well set up to deal with the madding crowd, the only slight criticism



'Eleanor' with its thumping 5.0 V8 needed only two gears, third and fourth

being the need to stand with everyone else on and off for 2 hours waiting for your name to be called for your next car. Or so it seemed until one instructor showed me the QR code on my 'Driver's Card' which linked to a website that told me exactly where

I was in the queue for every car booked. Nice touch.

Having been called you sit in a chair with the car's model handwritten on the back, simple and effective. Your instructor then arrives and escorts you to the next drive. The drivers briefing video played down the experience in terms of outright pace emphasising instead the enjoyment of driving these cars. Guidance like only accelerating and braking in a straight line supported on the day by a general lack of crash helmets. Just arms and legs covered.

First up for me was an 'Eleanor'



DRIVER'S CARD



Emma

NAME: Matt Nichols	ARRIVAL TIME: 13.45	SL <input type="checkbox"/>	DW <input checked="" type="checkbox"/>	JR <input type="checkbox"/>
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	LAPS	CAR	INSTRUCTOR COMMENTS	TIME	/100
13.30	2L	GT500	Super!	2:25	82
13.30	2L	Lotus Cortina	GREAT DRIVE	16:15	87
13.30	2L	Lamborghini Superleggera	Amazing Drive	15:01	85
13.30	2L	Supercharged Atom 3			
HSPR:					



SCAN ME!
To watch your Driver Briefing

<https://bit.ly/driver-briefing>



SCAN ME!
To view the queue for cars

<https://bit.ly/on-the-day>

TAG US IN YOUR PHOTOS!



@carchaseheroes @udrivecars

Instructors provide feedback/ 'warn' each other of any 'specials'

recreation, a classic Ford Mustang GT500, a car much like the rest on offer that had clearly been well driven. The instructor tells you the basics and has all the mirrors pointing their way, plus an additional brake pedal.

They also want revs kept relatively low and a driving style that a). won't risk contact with others and b). avoids a spin. So, with a busy track mixing novices with fast passenger rides, and everything else in between out onto the airfield we ventured.

The GT500 was splendid, surging forwards courtesy of its big torquey



Lamborghini Gallardo Superleggera proved to be a true track weapon

motor that meant we only needed 3rd and 4th gears with the car pulling strongly from nowhere. Allowed pace was the equivalent of a medium strength curry with overtakes possible and a chance to learn the track which meandered on and off the main runway. Brakes were good, engine strong, I liked it and came back with a big smile.

Next the Lambo, and what a transformation that was. The instructor with the car this time was all about pace and wanted us to go for it from the off. He guided me on the up and down shifts, and I duly pulled the left and right paddles on his calls. The Superleggera was a real tool with nicely balanced steering, excellent brakes and a soundtrack that only a V10 can serve up. I thought these things were supposed to be all show,

clearly not the case, this car was a proper weapon and perfect companion on track. Great instruction to.

Going back in time again the second Ford, Lotus Cortina to be exact, felt a little pedestrian by comparison with an instructor advising caution from the start. Entering the main braking zone at a fraction of the speed of the Gallardo was a reminder of old school classics with sub-optimal braking performance.

This led to an immediate respect for anyone such as Clark who pedalled them absolutely flat out. Almost scary, an approach that more closely mirrored the video was quickly adopted to get round safely, in one piece and with that smile still intact.

Which is when the day changed tone completely. For the finale I donned a full-face helmet and waited for my go in the mighty Atom. Sat behind a Racing Bulls F1 team technician I had an interesting chat about Tsunoda, Hadjar and Liam Lawson. Max Verstappen's likely move to Mercedes next year and who they would let go and how wind tunnel data sometimes gets shared (leaked) between teams.

Experience this time was chalk and cheese different to the Lotus Cortina. Everything was to be communicated through a hand signal plus a shout of clutch up or down as the instructor this time would be changing gear. Presumably to stop me buzzing it. Before the engine was started, he told me in no uncertain

terms to follow his hand signals exactly to get the 'full experience'.

Pointing forwards meant go for it. Double point to go faster (don't worry, not needed). A flat hand, brake, moving flat hand, brake harder. Thumbs up, you're doing OK. Also to not brake or lift early, as I wouldn't be getting the 'full experience'. OK then.

Oddly enough before this drive, I'd never had a supercharger strapped to my back or indeed sat on a ground-to-ground missile. My life was about to change forever. As soon as we left the paddock a fisted hand was firmly placed on the centre of the minimalistic dash with a finger pointing forwards and to the right.



Lotus Cortina was a reminder of the brilliance of Clark and others



If you haven't you must. Unbelievable performance from the mighty Atom

Go and overtake everything in front. This was followed by two quick clutch calls to get us into a taller gear.

With the throttle buried the other cars were quickly despatched and the supercharger rang out loudly in both my ears as we shot down the main straight at huge velocity before hitting the braking zone for a medium right that already had three or four cars going about their business.

The clenched fist became a flat hand and on cue I duly hit the middle pedal and firmly gripped the wheel as the car squirmed around under hard braking. Just before I turned-in the flat hand changed into a thumbs up and a shout for clutch down and clutch up. Oh! my goodness

this really was the full experience.

The remainder of my time in this outrageous machine was just magic, pushing on through corners and overtaking everything everywhere. If the GT500 was a medium spiced curry, then this was a full Vindaloo and I loved it.

I'm happy to recommend Car Chase Heroes, well organised they were quick to provide the photos for this piece and even allow juniors to drive most cars, although not the Atom.

Matt Nichols

What ASWMC membership means to you

The Association of South Western Motor Clubs (ASWMC) is one of 14 such Regional Associations throughout the UK. Each motor club that requires a Motorsport UK permit to organise events must be a member of a Regional Association. Bristol Motor Club is a member of the ASWMC as its primary Regional Association (it is also a member of the WAMC & AWMMC). ASWMC is one of the top two Regional Associations organising championships in the widest range of disciplines.

Membership of the ASWMC enables Bristol Motor Club to invite championship contenders to its Sprints, Hillclimbs, AutoSolos, Sporting Car Trial and Classic Trial. ASWMC also organises championships in disciplines we do not currently hold events for such as Autocross, Stage Rallies, Targa Rallies and Car Trials. Inclusion enhances our entry numbers for each event, making events more financially stable, with competitors who are members of other ASWMC member clubs entering.

Other organising clubs tend to follow what we do and so you as a Bristol Motor Club member will (because we are an ASWMC member club) be invited to events in disciplines in which you are interested only requiring you to pay that event's entry fee (and not having to join that organising club to gain entry to the event which would otherwise be necessary).

The ASWMC has one of the most member clubs of any Regional Associations in the country. Whilst its heartland consists of Gloucestershire, Somerset, Devon, Cornwall, Devon and Wiltshire the ASWMC has members from outside that area too. So this provides a wide range of possibilities for events Bristol Motor Club members may enter.

Are you a licensed marshal or event official? The ASWMC provides training possibilities for both enabling you to officiate at a greater level as your experience allows. As the ASWMC also compiles a calendar each year it ensures that clashes of dates do not arise making use of a wider range of marshals and event officials. The Association runs a website with information about its championships, the events calendar, links to its publications, contact details of its officers and an archive; it also runs a free-access Facebook group and a Facebook notifications page to keep members up to date with news and events.

The ASWMC has a Venue Officer who can help in acquiring new venues for events in certain disciplines. Several ASWMC Committee members sit on Specialist Committees which enables views of Bristol Motor Club's members to be heard by the governing body (the ASWMC is also a member of LARA, a body which offers support and advice on the use of land for responsible motor sport and recreation).

Drive-By

Hello, what's this?

'NOTICE OF INTENDED PROSECUTION'

Oh crap...

Yep, just at the beginning of December when I was starting to look forward to my rapidly approaching three-week Christmas break and the above communication was waiting for me when I returned home from another day at the coal face. And Happy Christmas, Chris.

I suppose, given my annual mileage of around 30,000 miles or so, or twelve times more mileage than my partner Lynnette notches up in a year, it's fairly inevitable that I will be over a posted limit at the wrong time and place at sometime during my considerable hours behind the wheel, so take it on the chin like a man and let's see what the details appertaining to the offence are all about.

The (alleged) offence was dated a couple of weeks before and following the provided link I reviewed all the relevant documentation online, which indicated the offence was at 4.30pm on a weekday on the M5 South at Clevedon and at a whopping velocity of 79mph. Really good

photo, in fairness (this week's top tip – dump your camera phones and pick up a police speeding system for your trackside action shots at Castle Combe, awesome clarity).

So, nothing for it but to put my paw in the air and return my confession via the wonderfully easy to use online system and wait for the hangman to come a calling.

The outcome of the court deliberation (yeh, right) rocked up in the post within a week and I had the option of taking the points or a speed awareness course for similar money. Well, education before punishment, every time, I always say (especially when it involves yours truly!)

I subsequently went online and booked a local course being held in a hotel just off the motorway at Taunton during the first week of my Christmas hols, which meant as the speed awareness courses are now around three hours long, I could book a morning event without unduly impacting the various Christmas preparations I had to undertake ready to host our families for the festive period.

Come the glorious day and I arrived at the hotel with plenty of time to spare and was the first to arrive, unless of course

I'm the only bad boy in a perfect world. Fat chance, so others would undoubtedly be rocking up soon, then...

I was halfway through a rather good filter coffee when an older lady arrived in the bar area looking rather ill at ease and she visibly lifted after my introduction and enquiry as to whether she was there for the speed awareness course and would she care to join me for a coffee.

After chatting for twenty minutes or so with Susan, as my fellow partner in crime was called, the bar area was filling up and by the time the course started there were around thirty of us waiting, some patently rather more nervously than others.

And what a cross section of humanity; a roughly even mix of the sexes and all age groups from a seventeen-year-old lad who only passed his test a month or so before getting nabbed by a fixed camera, to quite a contingent of pensioners. Must have been a bad day in God's waiting room, by the look of them (says the gently greying, youthful sixty-three-year-old village idiot writing this article)

Anyhow, the course turned out to be very well constructed with a mix of presented information and participation exercises, and actually there was only a few items that caught anybody out in

their knowledge of the highway code and were the more common misnomers that some people maintain for whatever reason.

Interestingly, one item that everybody had right was what is the national speed limit on various roads (60mph unless it's a dual carriageway with a central reservation/hard barrier, in which case it's 70mph. Unless you're driving a lorry or van, that is).

Which raised a question in my mind. Because if the large gathering of cotton-tops on the course knew this fact to a man (or woman, you know what I mean), then why do I always end up on a national speed limit A road behind a Toyota Aygo or Honda Jazz being driven at just less than 50mph by an elderly person. Every time. Hmm, anybody? Me senses some burning of the late-night oil by the oldest generation doing some pre-course swatting, perhaps?

I have to say that ultimately I thoroughly enjoyed the course as it was informative with a well sorted and yet easy-going format and, with a halftime coffee break, the end was soon in sight.

And with no 'final exam' requirement to end the proceedings, we revisited the

pertinent information we had run through during the morning and then the very last item was my favourite part for sheer entertainment value.

The question we were posed was 'what technology in your car could you use to ensure that you don't exceed the speed limit at any point of your journey'?

As you can imagine, the floodgates opened for this one, with everything from my answer of using my cruise control to far more interesting technical solutions provided with people possessing the very latest electric cars with built in nav systems apparently containing automatic speed limit awareness technology etc.

So why did this rate my top spot for entertainment value?

Because as the presenters went around the room randomly asking this question of the assembled throng, they eventually landed on Ted who, by some considerable margin, must have been the oldest person present.

And his response was? "I've got a radio and a manual choke, that's all you get in a 1966 Volvo" – That was genuinely his car, priceless!

So endeth my excitement for last year, and this year has just been a continuation

of my usual daily commute trudge, fortunately in a car that takes it all in its stride and continues to sweep me between home and office in an amazingly quiet and relaxed manner. And all at a fairly constant 46mpg, really quite impressive for a two-tonne, three-Litre turbo diesel engined gentleman's club of a motor. Well, except for an incident last month, that is...

One Thursday morning on my way to the office just before a bank holiday weekend, I had begun to notice a bit of a noise from the front end. By the time I had pulled up at work, the noise was, frankly, in your face and had me worrying as it was undoubtedly metal on metal contact and not a rumbling bearing.

A quick visual inspection yielded no answers, and the noise was there again when I left to return home at the end of the afternoon.

Deciding to take it easy, just in case the noise was the harbinger of doom regarding an impending potential catastrophic disaster, never a good thing when the front end is involved, I found a speed on the motorway that minimised the noise and I trundled back down the M5 keeping the articulated trucks for company.

After a period on the phone the next morning, I managed to get the car booked in with my usual local garage, but

they wouldn't be able to take a look until the following Friday as it was a short week due to the bank holiday, and all the other local garages I tried were even busier. I then spoke with my director as I was reticent to drive any distance again, just in case.

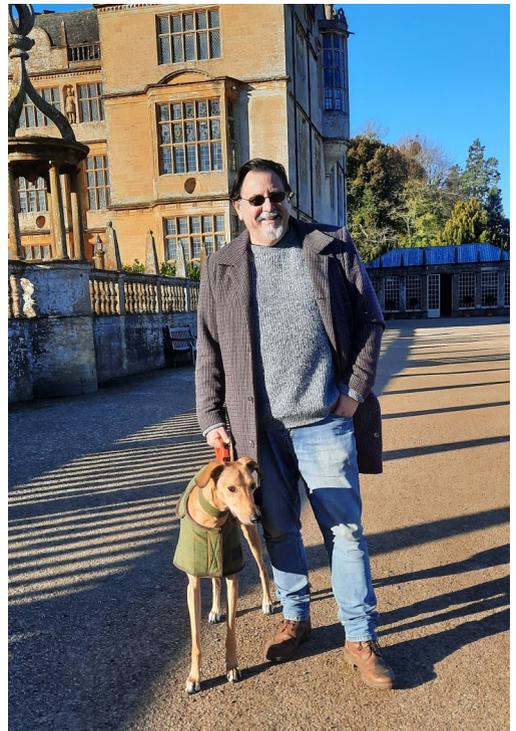
We agreed that I could work from home the week following the bank holiday, but I would need to attend the office for a client meeting on the Tuesday with him. As Lynnette had an appointment on the Tuesday, I couldn't borrow her car and had no option but to put my trust in Mercedes engineering and, once again, trundled up to the office and back on the Tuesday.

Which went well, right up to the point when I left the motorway on my homeward journey and joined the usual queue just off the roundabout. The noise by this time as I kept up with the barely moving stop/start traffic was horrendous and drivers in the cars around me were visibly looking around to see what was apparently about to explode (the noise by now was sort of reminiscent of the squealing brakes on an old railway locomotive).

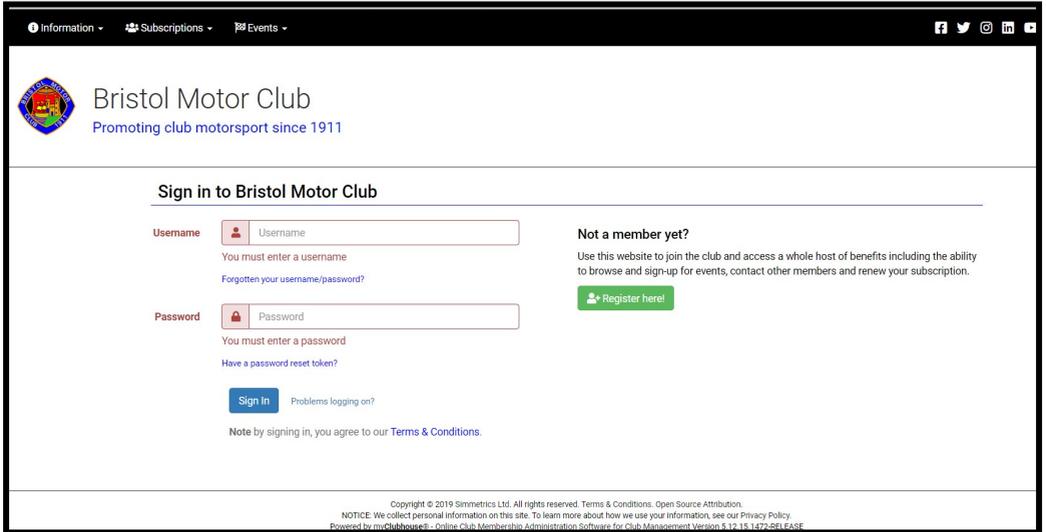
Eventually arriving home, and heaving a sigh of relief, I parked up and the Merc didn't move an inch until I had to take it to the garage on the Friday morning. Come the day of anticipated automotive open-wallet surgery and as I pulled off my drive the noise was...gone?

Yep, not a peep. I got the garage to inspect the front end anyway (always best to be absolutely sure) and the only thing they could locate was a witness mark on the inside of a front brake disc, probably caused by an errant piece of metal being flung up and getting caught between the disc and the disc shield behind. The garage suggested that it may have dropped out when I reversed onto my drive on the Tuesday afternoon, but there was no debris to be found when I inspected the area on getting home. And absolutely fine ever since, phew!

Chris Dymock



Join Bristol Motor Club



The screenshot shows the Bristol Motor Club website's sign-in interface. At the top, there is a navigation bar with 'Information', 'Subscriptions', and 'Events' menus, and social media icons for Facebook, Twitter, Instagram, and YouTube. The main header features the Bristol Motor Club crest and the text 'Bristol Motor Club Promoting club motorsport since 1911'. The central section is titled 'Sign in to Bristol Motor Club' and contains two input fields: 'Username' and 'Password'. Below the 'Username' field, there is a message 'You must enter a username' and a link 'Forgotten your username/password?'. Below the 'Password' field, there is a message 'You must enter a password' and 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 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 myClubhouse® - Online Club Membership Administration Software for Club Management Version 5.12.15.14725616A5E'.

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.
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?	<i>(Delete as appropriate)</i>		YES / NO
Full Membership			£25.00
Associate Membership (Live as same address as Full Member)			£10.00
Junior Member (U18)			FREE
Additional windscreen sticker (first one is complimentary)			£ 1.50
DEDUCT REWARD POINTS £1 each	(NOT applicable to NEW club members)		
TOTAL	cash / cheque payable to BRISTOL MOTOR CYCLE & LIGHT CAR CLUB LTD		£

DECLARATION

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

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

Signed
(Full Member; and Associate if applicable)

Date

For further information email 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).

Privacy Notice

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

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

Collecting your information

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

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

Using your information

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

Sharing your information

We may share your information with Motorsport UK (MSUK) as required by its General Regulations for governing motor sport, with other MSUK Registered Clubs, with medical personnel, or any other person or organisation, if we have to comply with a legal or contractual obligation. We may also share your information with service providers.

Security for your information

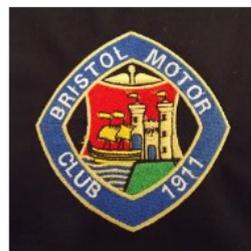
Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information.

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.

Leisurewear

We are pleased to offer members a range of clothing from **Osnic Embroidery**. Each garment will have the Bristol Motor Club badge embroidered on it **in full colour**. It measures 75mm across the points; the version embroidered on caps is correspondingly smaller.



This is an ideal opportunity to use your BMC Reward Points.

Ordering Information

Browse the [BMC Clothing](#) catalogue (it will open in a new page) at your leisure and select the items you want to order, making a note of the product, size and cost. Then email details of your order to Tony and Angie Streeting tonystreeting@outlook.com quoting the product, size and cost and how you would like to pay.

The goods should be available for collection at Club Night the following month, approximately four weeks later.

In any case you will get an email when your garment has been received.

If you're unable to get to Club Night then they may be collected by arrangement. All prices include VAT and delivery to Bristol, but if goods have to be posted to your home there will be additional carriage charge. Payment on handover, by cash, card, cheque, or [Reward Points](#) in any combination. (Payment in advance of despatch if not personally collected).

BMC Clothing Catalogue:

<https://osnicembroidery.co.uk/bristol-motor-club/>

Website Page with more information (Including Order Form):

<https://bristolmc.org.uk/leisurewear/>



2025 Calendar



Recognised Club



Date	Event	MX5s	Bristol Speed
Friday 24 January	Winter NavScatter (BMC)		
Sunday 23 March	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 13 April	Kemble AutoSOLO (Bath MC)	Yes	
Saturday 26 April	Wiscombe Park (Woolbridge MC)	Yes	
Sunday 27 April	Wiscombe Park (Woolbridge MC)	Yes	
Tuesday 6 May	AGM & Hot Buffet (BMC)		
Sunday 8 June	Prescott (Bugatti Owners Club)	Yes	
Tuesday 1 July	Summer BBQ (BMC)		
Sunday 6 July	Gurston Down (BARC)	Yes	
Sunday 13 July	Aston Down AutoSOLO (EMCOS)	Yes	
Saturday 26 July	Dick Mayo Sprint (BMC)	Yes	Yes
Sunday 27 July	Classic&Performance Parade(BMC)		
Sunday 10 August	Chivenor Sprint	Yes	
Saturday 16 August	Llandow Sprint (BMC)	Yes	Yes
Saturday 6 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 7 September	Kemble AutoSOLO (Devices)	Yes	
Saturday 18 October	Great Western Sprint (BMC)	Yes	Yes
Friday 24 October	Autumn NavScatter (BMC)		
Sunday 9 November	Fedden Sporting Car Trial (BMC)		
Sunday 30 November	Allen Classic Trial (BMC)		
Tuesday 2 December	General Meeting & Buffet (BMC)		