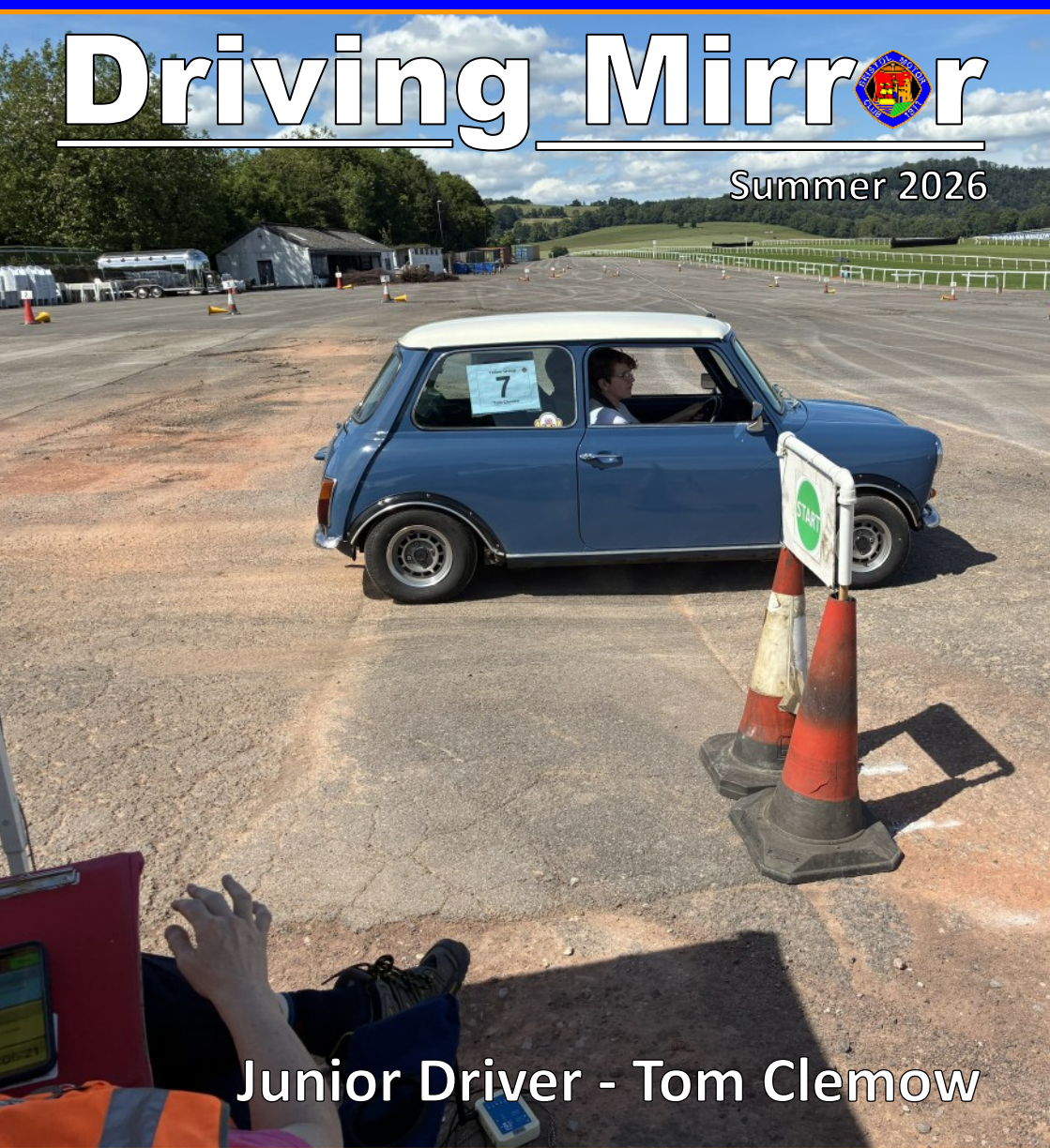


Magazine of Bristol Motor Club

Driving Mirror



Summer 2026



Junior Driver - Tom Clemow

Also Inside: British Sprint Championship - **Chepstow**
Generational Coincidences - **Shelsley** - Peter Williams

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Cover: Tom Clemow at our Summer AutoSOLO (Chepstow Racecourse 21st June).

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The next Driving Mirror deadline is
Friday 25th September 2026.

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



Chairman's Chat

YOUR CLUB NEEDS YOU



Friday 3rd July 2026 – British Grand Prix weekend. Being retired gives the opportunity to watch the Sky (other companies are available) coverage and get drawn into the gaps between the on track action.

Martin Brundle commentating from a particular corner took the time to speak to the Marshals and to sing their complete praises, pointing out they are all volunteers and without them the 4,500 MSUK events in the UK could not take place.

He also talked to David Richards who stressed over 99% of MSUK competition licence holders are not professional and compete for the love of the sport. A selected group of FI teams' employees visited The Cornwall Air Ambulance, to try and help with processes and time saving, it is reiterated that all income

comes from donations and bequests and I am pleased we are continuing our Support of the Great Western AAC via our events in 2026.

Two weeks earlier we held our second Chepstow AutoSolo of this year. A small band of marshals and officials ensured the event took place, with many having to take on multiple rolls to cover each of the areas required, example being Matt N as scrutineer, plus a full shift as course control and dealing with timing issues and helping re-set the course.

The marshal's group consisted of some club members supplemented by Elaine Ward from another club, whilst Trevor McMaster from BMC brought a car full of family and friends. A small but elite group, banter with entrants, lots of smiles, team work and co-operation, problem solving, patience and professional reaction to any issues.

Most pleasing of all one of our juniors from the last few years, now very much grown up and giving up his own competition entry to take on a role as Chief Marshal - thank you Joe Clemow.

As a club we also provided the disability car, thank you Andy L, as well as setting up the timing beams and display by Chris Buckley not forgetting a couple of our members, Andy Thompson & Pete Hart, who gave up part of their morning to help with setting up despite having alternative arrangements.

The AutoSolo had 32 entries this time. The first event a few weeks earlier had 45. Was it the date (Father's Day), was it competition from other fairly local MSUK events, was it two events too close together (the costs and/or family time at weekends)?

To be honest we will never really know. All we can do is to persevere and arrange two dates for 2027 and to see if we can separate them by a larger gap. Most of you will recall we only engaged dates late last year and long after many clubs and championships had selected alternatives.

As a club we will continue to run our annual calendar of events and will continue to rely on you our members for continued support. as competitors, officials and marshals. So if you can spare some time as a Marshal you will be most welcome. If you are coming bring a

friend, get your family to join you. For marshalling, members will receive reward points for supporting any of our events, all marshals will be given the best seat in the house and at circuits we will get you a lunch as a small thank you for helping out.

'till next time

Mark Benstock



New year, new season and the familiar feeling of anticipation returns once again. I'll keep doing this until either the excitement fades or my body finally complains loudly enough.

A huge thank you again to all my fantastic sponsors for their continued support this season. Please visit their websites:

<https://www.telsonic.com/>

<https://www.roundworks-it.co.uk/>

<https://sbdmotorsport.co.uk/>

<https://sustain-fuels.com/>

<https://mcoil.co.uk/>

Work in the garage didn't begin until January after extensive travels in Patagonia and Scotland over Christmas and the UK and Alps in the spring. Preparation included a replacement front wing frame, covering of the new seat from last year, new throttle bodies to improve drivability, updated traction control, linear potentiometers on the suspension and a detailed maintenance and replacement programme — including the challenging task of sourcing new brake discs.

Everything came together in relatively relaxed fashion ahead of a shakedown test at Llandow the week before the opening event. The car immediately felt strong, balanced and confidence-inspiring

at the sort of speeds — and lateral G-forces — that remind you exactly why driving a racing car on the limit is so addictive.

Cadwell Park

Never a big fan of this narrow undulating venue, as if it goes wrong and to quote the Clerk of the course at the briefing, you don't "keep your machinery, off the greenery", the "scenery" is a hard impact



Helping Graham get back i

and not far away! Unfortunately, our elder statesman, Graham Porrett experienced that later in the day.

This meeting for me was a 'bring it home in one piece' event. Practice went ok, and I was very pleased with my qualifying run, 1 second faster than last year and 3rd overall behind Ethan Faulkner and Steve Brown.



into the trailer on 3 wheels

TELSONIC
ULTRASONICS

 **ROUNDWORKS IT**

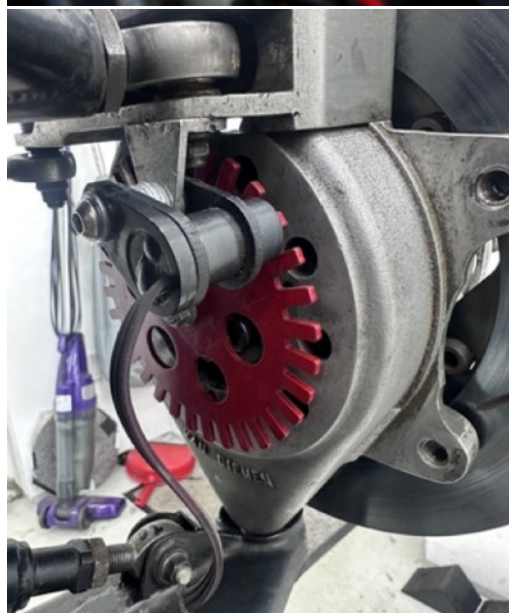
SBD Motorsport

SUOTAIN
RACING

ROWE
MOTOR OIL

Ethan traveling from Northern Ireland for the event had a disastrous start when on unlocking the trailer they found their car had broken loose smashing around inside the trailer causing significant damage. A detour to the manufacturer and £2,500 later they had a new rear wing to attach to the patched-up car. It was worth the effort as Ethan won the second runoff the following day with Pete Goulding, limping but awaiting a knee replacement taking the first win of the season.

Simon Bainbridge didn't score as the diff lunched itself with all the horsepower of the 3500cc Turbo charged Audi and Graham will have to repair a rear wing and the rear left corner after his off but was OK.



Winter upgrades included new throttle bodies to improve driveability, updated traction control and linear potentiometers on the suspension

When it mattered most, I couldn't repeat my qualifying pace and ended with a couple of 5th places. But is a long season and with a few upgrades planned we hope to move towards an elusive run off win and some PBs.

Anglesey National & International

With the car fully checked over following Cadwell — including resetting the chassis and changing rear springs from 800lb/in to 900lb/in — I uncovered a few mechanical issues that had likely affected performance at the opening round. Heading to North Wales, confidence was high.

Early runs in cold but sunny conditions were encouraging and I finally decided to use a set of ultra-soft Pirellis that had cost £1,740 and been sitting in storage for a year after a very limited batch arrived in the UK in 2025. It was also good to see Graham Blackwell return after time away following his heavy Mallory Park accident in 2024.

Saturday's National layout produced a fourth place in the first runoff before a very pleasing second place later in the day behind Faulkner, finishing ahead of all the regular front runners. Ethan also broke the outright lap record in his remarkable 1600cc Force TA.



At Cadwell Steve couldn't repeat his qualifying pace and ended with a couple of 5th places (Photo Credit: Adrenaline and Aperture)

The longer international circuit on Sunday should have suited my car even more. In reality, it highlighted just how quick the package now was — the car sat on the rev limiter for nearly three seconds at 143 mph. Maximum rear downforce was added to improve the slower corners, although even then the limiter was still engaged for around two seconds down the straights.

Another second-place finish behind Ethan moved me into equal third in the championship standings and set the season off to a great start.

Development work continued between events. SBD consultant Steve Broughton (Instagram: Steve.sbc.racing) has been heavily involved in helping refine the setup and every change seems to deliver another small but valuable step forward. Rear spring rates have now increased again from 900lb/in to 1050lb/in giving better support the floor and preventing excessive wear.

Mallory Park Bentley Owners Club meeting

Great local circuit and useful practice for the British round later in the summer — I wasn't sure why others didn't have the

same plan. It is also useful to 'keep your hand in' and push the development. Like last year I took the overall win, but I should have as there no serious competition but more importantly on just one time run I was almost 2 seconds faster than last year. Car felt great, it inspired confidence and was all in one piece, so I put it back on the trailer for another day.

Blyton Eastern and Outer

Before Blyton, my 30 year old car

returned to the scales for another complete setup check alongside further rear wing modifications designed to increase downforce. With more engine performance now available, we could afford to run additional aerodynamic load.

The work was completed just in time for the mid May meeting following a physically demanding but relaxing week in the Lake District.

Current British Sprint Champion Steve



Great to see these 100 year old cars competing at Mallory Park



Sitting second overall is Steve getting closer to an elusive run off win (Photo Credit: Neil Lambert)

Broughton returned for his first championship appearance of the season and quickly demonstrated that he had lost none of his speed, winning Sunday's Outer Circuit 2nd runoff ahead of Ethan Faulkner.

I was still pleased with a podium finish on Saturday in run off 1, taking third behind Ethan and Steve Brown. Pete Goulding was absent while recovering from knee replacement surgery, while the paddock itself remained relatively drama-free with only a handful of spins and excursions.

Away from the circuit, young Ethan Faulkner also appeared on BBC local news in an excellent feature documenting how he has managed autism and used sim racing to help develop his real-world driving ability. Based on current form, he already looks destined to become this year's British Sprint Champion.

At the time of writing, yet another suspension upgrade is underway and I'm preparing for further testing at Llandow before the upcoming Pembrey rounds at the end of May.

Currently sitting second overall in the championship, the obvious question remains:

Is that elusive runoff win finally getting closer?

Watch this space.

Steve Miles

Generational Coincidences

Motorsport has a strange way of connecting people. Sometimes it happens through old photographs or faded rally programmes. Sometimes through familiar surnames appearing years apart on entry lists. But this time it began with a casual conversation in a racing paddock.

Earlier this year at Shelsley Walsh Hill Climb, Peter Dignan and I happened to be parked next to each other. Peter was competing in a Ford Escort Mk2, myself in a Mazda MX5. Just another ordinary motorsport weekend, two competitors sharing paddock space like countless others before them.

During one conversation, Pete happened

to mention that his father had competed in the 1974 Avon Tour of Britain. This immediately caught my attention because my late father Bill Oliver, had also competed at the same event.

What had begun as a simple paddock conversation between us quickly turned into something much more interesting. Having piqued my interest, I started to dig through some of the old photos my dad had made into a photo album for my 40th birthday.

Further research into an old newspaper cutting from the 1974 Avon Tour of Britain revealed both fathers featured in the same article. Also competing that year was James Hunt, Roger Clark and Noel Edmunds.



Phil's dad Bill Oliver driving a Mazda in the 1974 Avon Tour of Britain

Some names to know



Mike Smith

The present champion of the world, Smith (26, Ipswich) has been in the world since 1970, and is the only driver to have won the world title in both 1970 and 1971. He is a very experienced driver, and has won many races in the world. He is a very experienced driver, and has won many races in the world.

Richard Lloyd

Richard, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.

Jon Fletcher

Jon, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.



Gordon Spice

Gordon, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.



Les Leston

Les, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.

John Cooper

John, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.



Billy Coleman

Billy, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.

Bernard Unertl

Bernard, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.



Vin Hunley

Vin, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.

Barrie Williams

Barrie, 26, from London, started in 1970, and has won many races in the world. He is a very experienced driver, and has won many races in the world.



Roger Platt

This season Roger (26, 26) has won many races in the world. He is a very experienced driver, and has won many races in the world.

Graham Birrell

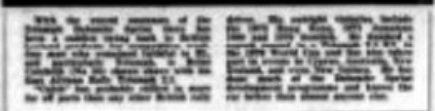
Graham (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

John Dignan

John (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Stuart Rolt

Stuart (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.



Bill Oliver

Bill (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.



Andrew Cowan

Andrew (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Tony Lanfranchi

Tony (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Linda Jackson

Linda (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.



Peter Hanson

Peter (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Noel Edmonds

Noel (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Will Sparrow

Will (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Nigel Rockey

Nigel (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Rupert Jones

Rupert (26, 26) is one of the most experienced drivers in the world. He is a very experienced driver, and has won many races in the world.

Bill Oliver and Peter's dad John Dignan sit amongst star names of the time

Pete's dad, John Dignan was described as a RAF Hercules C130 pilot from 48 Squadron who rallied in his spare time and had become RAF Rally Champion in

1971 and 1972. The listing below that, was Bill Oliver, who while competing was helping to raise awareness for the Bristol and District Deaf Children's Society.



John Dignan 6th overall driving a Mitsubishi in the 1972 Cyprus International Rally

At first, that alone seemed a remarkable coincidence. But then the story went further back.

Old entry lists and photographs from the 1972 Cyprus International Rally revealed that both men had not only rallied together before — they had been stationed in Cyprus with the RAF at the same time.

John Dignan and Dave Otridge competed for RAF-MSA in a Mitsubishi A53, eventually finishing an impressive sixth overall against a strong international field.

Bill Oliver and S. Palmer also competed in the event, driving a Seat 1300. The

surviving photographs and captions captured the spirit of grassroots rallying at the time. Unfortunately, Bill's car ended up having to retire due to grounding the car on a rock midway through the rally, damaging the sump shield, breaking the oil pump, and eventually seizing the engine:

“Great fun while it lasted.”

These lines probably describe seventies rallying.

The photographs themselves are descriptive with dusty gravel roads, oversized auxiliary lamps, ordinary saloon cars pushed far beyond what they were

ever designed for, and RAF crews tackling international rallies simply for the love of the sport.

And somehow, decades later, the connection resurfaced entirely by chance in a paddock at Shelsley Walsh.

Even the Mazda link survived across generations. Bill Oliver rallied Mazdas during the seventies, I arrived at Shelsley Walsh in a Mazda MX5 — different era, same enthusiasm.

That is what makes the story so compelling. None of it was planned. Nobody set out to recreate history. It

was simply uncovered through conversation, curiosity, and a few surviving photographs and entry lists.

Most motorsport stories disappear with time.

But every now and then, the past quietly reconnects itself through another generation — proving that in grassroots motorsport especially, the people and friendships often last far longer than the cars themselves.

Phil Oliver



Bill Oliver's Cyprus rally was 'fun while it lasted' before breaking the oil pump

Chepstow Summer AutoSOLO

There were thirty-two very good reasons to run our Summer AutoSOLO at Chepstow on Sunday 21st June, they included junior drivers, complete novices as well as seasoned experts. Oh! and it was hot, damn hot.

Tom Clemow and Archie Laurence were representing the Junior category after George Thompson was forced into an early retirement alongside brother Harry when their classic Mini's engine cried 'enough'. Dad Andy will now need to lift the head with early indications (wet compression test) pointing to a cylinder issue. Fingers crossed for them. Tom piloting his classic Mini finished 4th in

Class A, just one place behind dad Simon, and 14th overall. Archie was 5th in Class D and 12th overall piloting an MX5 he shared with his dad Andy. Top half for both Tom and Archie, very impressive. Both looked strong out there too.

Spare a thought to Joe Clemow who had entered his VW Polo but was forced to withdraw at late notice and so instead of resting at home with an Xbox/ Switch/ Playstation (delete as appropriate) turned up to Marshal. Absolute godsend, we were short of help and Joe admirably took up the position of Chief Marshal which meant cars and competitor marshals all turned up on time.

As we were short, I came prepared for



Chepstow provides ample paddock space (stand and café to the right)



Elaine Ward's expertise with the Sapphire Timing App, priceless

my initial 'Document Checking' role by bringing a table and chair to find the role had been extended to 'Scrutineering & Document Checking' a role best conducted on one's feet meaning said table is still in the boot of the car. My second and final role followed on immediately afterwards being that of Course Controller (Mark B was Course Director) working closely with Chris Buckley and Elaine Ward who were on the clocks, well timing App, more on which later.

Spare a thought for Chris Buckley, he had more roles than the rest of us put together. Handling the entries, website, documents all before bringing the entire course with him strapped into his trusty trailer. To have the privilege of setting it all up, before you guessed it at the end of the day putting it all back in the trailer again. Well done, Chris, a true BMC legend in the making. I think on Friday Chris was helping Pete Hart on the Allen Trial and prior to that rescuing James Benstock from Abingdon. I could go on. Pete Hart did return the favour with course set up at 7.30am on the Sunday



All smiles for Tom and dad Simon, team BMC of all ages ran well

morning. Nice one Pete.

I'd also like to praise Elaine, who hadn't been put off following an incident at another event still keen to help. Help us she did after the Sapphire Timing App wouldn't play ball first thing delaying proceedings by 30-40 minutes. Apparently, all our fault we hadn't set it up properly (we'll leave that there). Elaine was insistent we didn't revert to stopwatches. That point wasn't clear to me until we were underway as once running, the App could easily cope with three cars on the course at the same time with just two people timing. Elaine starting and Chris finishing. Results including penalties were immediately

available for all to see, there were no manual timing errors, the App working brilliantly for us the rest of the day.

In terms of courses the earlier Spring event just one month prior had produced plenty of feedback from competitors. Work therefore had gone on beforehand to make improvements in terms of design. The venue also trying their best by filling potholes with Scalpings albeit missing the all-important top layer of tarmac. Feedback will be going back to them on the topic. This meant we still had to navigate the now filled potholes as we would be spreading small stones everywhere. So, no gain in that respect but after seasoned competitor Alan

Wakeman was invited to advise, which he did, the new designs worked with small tweaks here and there providing positive feedback particularly Test 2 which was visibly quicker and smoother than Test 1.

The venue therefore worked well, with a bit more space if needed although tapering at the far end may ultimately limit what we can use. The Café was open 10-2 with cost friendly offerings this time and the stand available to sit in to keep out the sunshine on the day, equally rain on another day. Overall, you'd have to say it was good to be back at Chepstow. Well done Paul Parker and Mark Benstock for getting us there.

In terms of competitors, we had complete novices who seemed to enjoy themselves once getting to grips with which way to turn and by contrast our array of expert drivers. John Hollins who has been increasing his involvement with the club was today behind the wheel of

his Mini Cooper S rather than behind a desk dealing with entries to finish in the middle of the pack 19th overall.

Mike Lear expertly pedalled his MX5 round to finish second in Class F and eighth overall. Alan Foster was 3rd in the same class and eighteenth overall. Whilst Andy Laurence did well in his MX5 ultimately keeping Steve Conner honest to come home first in Class D second overall. Leaving that man Conner. Quick and clean all day he hit just one cone to get FTD by 6secs. Well done, Steve, impressive stuff.

Thanks to everyone who helped, if you are available to help at a future event, please don't be shy, these events don't run themselves and without enough support things can get awfully busy.

Matt Nichols



Andy Laurence sitting the first cone on a reverse course test

Shelsley Driver's School

For my (significant) Birthday back in January I was given a Driver's School day at Shelsley Walsh. It wasn't a total surprised as being a MAC member I had to book it myself to take advantage of the member's discount, with 9th June being the chosen date.

I have competed at many different speed event venues over the years but always felt Shelsley looked very daunting with relatively high speeds and little margin for

error. Hopefully a day with the experts would get me over this hurdle.

I travelled up the afternoon before and left the Elise and trailer at Shelsley before heading off to local pub accommodation, to be joined by daughter Claire later in the evening who would be my 'guest' for the day. I was even able to dial in to the BMC committee meeting which just finished as Claire arrived.

We arrived at Shelsley in the morning to be greeted by an eclectic mix of 30 cars,



Shelsley Driver's School is well run and suitable for everyone



Drivers were grouped together and assigned an instructor

ranging from a Renault Twingo though to a McLaren 570GT, with a 1937 Delahaye and a gorgeous 1971 Aston Martin DBS thrown into the mix for good measure. Some of the drivers were using the

occasion to get their eye in before the Supercar day the following Saturday.

Before formal proceedings began, it was it was breakfast, with a choice of bacon

or sausage baps, all with top quality ingredients. Come 0900 Chief Instructor Caroline Ryder kicked things off with introductions, a run through the days agenda and introduced her fellow instructors. Then an overview of the hill along with basic lines before we headed out to see it for real.

There was a real mix bag of attendees from those currently competing to those who had never driven on a track and

didn't know what an apex is. I was impressed how the instructors catered for the varying levels of experience and went out of their way to put the novices at ease.

We were split into groups; I was with David West who is currently (very successfully) campaigning a Lotus Elise with his son. Then followed the hill walk with David explaining what (and what not) to do, with turn-in points and



Apex's are all blind, feedback provided helped build confidence

apexes marked with poles which would remain in place for the four morning runs.

Then onto the hill. The format was two runs after which you received feedback from the instructors positioned at each corner on the way down, followed by the same again. I found the feedback very useful, often pointing out things you didn't realise you were doing. The fact that every corner, with the exception of Bottom Ess, is completely blind in that you can't see the apex as you turn in makes getting the lines correct even more vital.

Lunch was up to the same high standard as breakfast; I had steak and chips followed by a lush butterscotch mouse (definitely not Angle Delight).

The afternoon session commenced with two more observed runs without the marker poles. Something must have sunk in from the morning as all the comments from the instructors were very favourable, other than backing off for Crossing when I didn't need to do.

We then had a few more unobserved runs. I did two; there was another on offer (making nine in total), but I was starting to feel quite tired by this point so

decided to call it a day.

The day was rounded off with tea and cake followed by a debrief and prize giving. Driver of the day went to Alexander Duce in the Delahaye, but I think the best bit was seeing all the smiles around the room, particularly from those who were a little nervous at the start of the day.

So, was Shelsley as daunting as I was expecting? No, not really, although driving at eight tenths on a warm dry day won't be the same as pushing hard on a damp track.

Would I recommend the Driver's School experience, definitely yes. Even if you don't compete and don't intend to, it is still a brilliant day out for any petrol head and you get to drive such an historic venue.

Mark Tooth

Company Profile: Peter Williams Engine

Introducing a new feature to **Driving Mirror**, 'Company Profile', a place to showcase who we use and rate highly in support of our Motorsport related activities. I'll make a start with **Peter Williams Engine Balancing Specialists** based in **Bodmin, Cornwall**.

Late in 2023 at the Great Western Sprint, the TVR's Essex V6 cried enough before destroying itself after the piston in No.6 cylinder seized before smashing up a conrod and the surrounding block area.



Local specialist machined up phosphor-bronze bushes to cater for -1mm undersized Accralite gudgeon pins



Using a stretch gauge to tighten the ARP big-end bolts

Oddly, it would start and run afterwards, albeit with a slight misfire. So, I did what every adult would do, got it towed home, put it in the garage closed the door and got on with my life. After all that had been the third engine in not many years.

Another 12 months passed and I decided to get over myself and have another go beginning with the purchase of a standard

Balancing Specialists - 07886 308 916

engine and gearbox from eBay. Part of an abandoned Scimitar GTE rebuild project. The engine, which had been painted and cleaned adorned with new bolts was clearly readied to be put back into the car.

As it looked standard, I did my favourite task using most of my engineering skills, disassembly. Only to find a bent valve and some evidence of pick up on a main



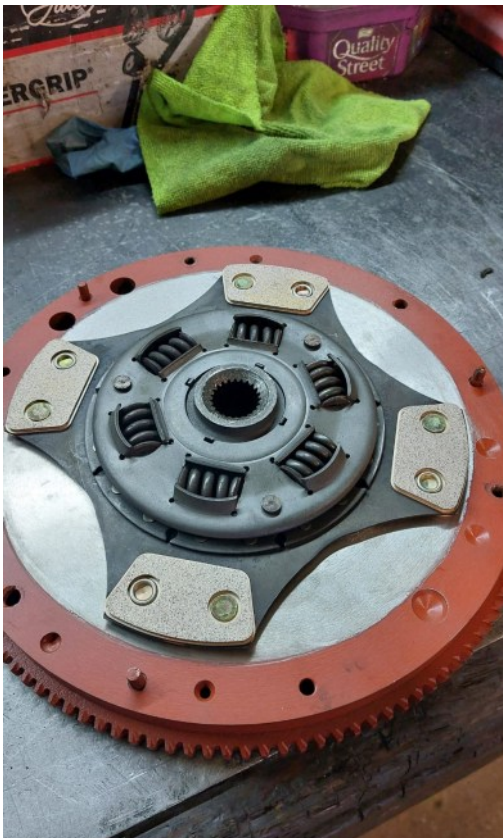
Rods checked for straightness, matched and weighed to +/- 0.1g



Both heads received new valve seats after discrepancies were found. Opportunity to increase inlet valves to max 46mm

bearing coupled with the sump and oil pick up covered in a sticky oil residue.

On the plus side I did also find a brand new alloy timing gear and matching steel crank gear, a clean block, crank, rods, and pistons. A good basis for engine No.4. The initial plan was to keep the standard pistons machining them to clear the



Clutch plate received new liners

bigger valves from the competition heads I already had.

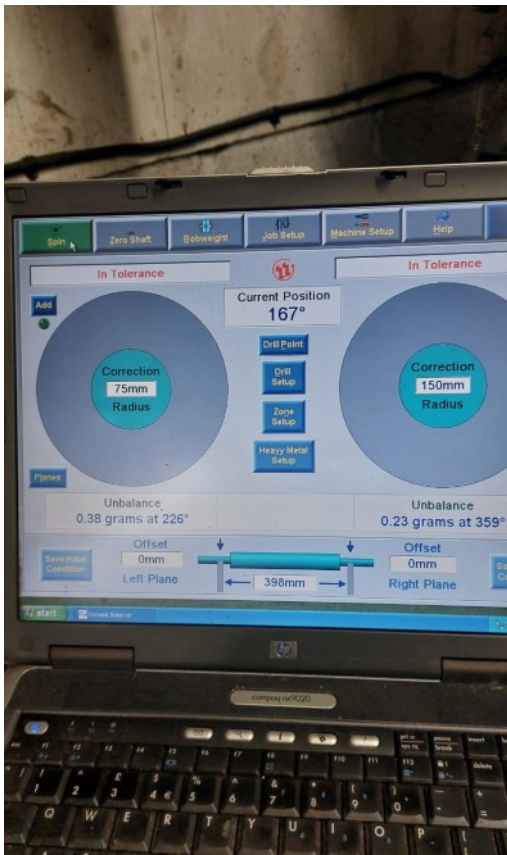
First port of call was Maynards in Nailsworth who after a nine month wait (don't) cleaned, acid dipped, decked and bored out the block to fit the 3.1 Accralite (Omega) pistons I'd purchased (so much for keeping it standard). They also skimmed both heads after finding a 0.0015" crater in one which might have explained the cooling system being pressurised.

I wanted them to go further, no question regarding quality, but timescales were unclear, so I decided to collect everything they had of it and have a look myself. It didn't take long before I realised I was out of my depth and so after a conversation with Rich Marsh the name Peter Williams was mentioned.

Rich had used him to rebuild his Escort Turbo (1.6 CVH) engine at reasonable cost with great comms and sensible timescale. I gave Pete a call and arranged to drop the necessary engine parts from



Accralite pistons getting pockets widened for new 46mm inlet valves



Major investment in this balancing rig sits at the centre of Pete Williams offer

both old and new builds down to him in Bodmin, sold to Mrs N by an overnight stay in the very nice Bedruthan (pronounced Badruvan) Hotel in Maugen Porth.

Pete Williams operates from a large workshop built in his garden. A rally man (4th Overall at Colerne was mentioned) Pete has a strong reputation in the classic Ford BDA, BDG world but able to look at anything really. Latest post on Facebook is him balancing a Land Rover

crank for instance. This on a machine he invested heavily in (£22K) being central to what he does.

Pete works on a first come first served basis with engine projects typically taking 2-3 months depending on unwanted discoveries or part supply issues. Working closely with other local specialists, Piper Cams and Burton Power any discoveries or opportunities to make improvements are dealt with first by a phone call to you before anything not scoped goes ahead.

Comms are great with regular WhatsApp messages containing images, videos, and supporting text. To say he is thorough is an understatement, there is a tenacity about Pete's work, no stone unturned, nothing phases him and standards are extremely high.

It's too soon to say how good my new Essex V6 is as not yet started before running in, but the experience, timeframe and cost were all totally acceptable.

Highly recommended.

Matt Nichols

Drive-By

OUCH. That hurt...'

Hi everyone, and my reaction above was elicited by the XKs recent MOT and the associated open wallet surgery required to pay the bill which ran well into four figures, ouch, indeed.

Yep, this is my first expensive MOT sting, but I guess that after a decade of enjoying absolutely minimal annual running costs with the XKs predecessors this was likely to happen at some stage.

The problem? Worn suspension bushes all round which, as it transpired, can't be replaced as an individual item and you must replace the entire arm on each occasion, an expensive(ish) exercise at Jaguar prices.

I have to say that the ride is infinitely better since the work but, in fairness, wasn't exactly catastrophic beforehand and I thought it was just that the XK was a quite firmly planted chassis as it thumped over the shockingly pockmarked strips of tarmac we call roads nowadays (I'm sure the roads in our fair nation were in much better condition during the 1970s when I learnt to drive, but that may be a rose-tinted

spectacles moment so feel free to write to Driving Mirror if you know different) .

So, I now enjoy an even better ride and still revel in my new commute of just ten miles a day driving an absolutely cracking five litre V8 GT (must be enjoying it, it's one of the few cars I've owned which I find myself looking back at after parking up).

Uhm, well, it was okay right up to the point I got into the car one morning during the first heat wave we've recently experienced and was slightly surprised to find what appeared to be a deflated anti-aircraft barrage balloon resting on my head.

The headlining in the XK (and probably most Jags of the era) is attached to a foam layer which is in turn attached to a board. And the foam layer is known to perish with age and eventually fails letting the headlining sag, and I suspect the recent extreme heat finally did for the foam.

Needless to say, the internet is full of reports of this and after a bit of online detective work, I found a supplier of new aftermarket headlinings ready assembled complete with foam and board etc and is a like for like replacement for around

£200, plus the compulsory 20% contribution to his majesty's office of legalised theft, of course.

It's on order as we speak and apparently, depending on your DIY skills for such matters, it should take between two to four hours to remove the existing item and fit the new – we're about to find out and I'll keep you posted.

And with Lynnette's Ford Fiesta's MOT in April costing around £500, coincidentally also for suspension work, it's been an altogether interesting period for our savings. Although, in mitigation, the saving of around £300 a month on my much-reduced commuting fuel bill will more than cover these costs quite quickly but even so.

On the plus side, as I'm writing this just before the magazine deadline and on one of the hottest days this year, at least the air conditioning in the XK is icily efficient and, as the interior isn't anywhere near as commodious as a normal saloon car, seems to take no time at all in cooling things to a wonderfully comfortable level, aided in my Portfolio edition by the air conditioned seats, brilliant. So, no sign of Betty Swollocks during my heat wave journeys! Moving swiftly on...

Whilst on the subject of air conditioning, I have to say that I did, briefly, seriously consider sleeping in the XK at night during the recent sweltering weather and just let the engine idle with the AC keeping me blissfully fresh during my hours of slumber.

Consider, that is, right up to the point that Lynnette, surprisingly forcefully, stated that she thought this would be just the sort of environmental vandalism thought up by a moron and a guaranteed swift route to achieving single status. At this stage, I decided that commenting on the XKs usual fuel consumption was highly unlikely to aid my lateral thinking solution to the sweaty nights' conundrum and be permanently detrimental to our relationship.

Time, then, for Plan B. We now have the desk fan from my study in the bedroom at night which helps. Probably.

At least we're enjoying warm evenings in our beautiful garden (all credit to our head gardener – Lynnette – who has created the most exceptional gardens for us), and we've been taking advantage by having our dinners in the garden most evenings and imbibing a glass, or two, of a decent red and then kicking back and watching the world go by, so to speak.

And it turns out our cellar keeps wine perfectly as it's a near constant 12 degrees centigrade throughout the year, and all credit to the Georgians for sorting that one impeccably. And yes, I have considered setting up my camp bed in the cellar on these hot nights, but the size of the spiders down there, who obviously have no known predators to limit their growth, somewhat put this space beyond my personal bravery quota. Phew, not on your nelly.

How large? Well, I recently trapped one on the floor of the drawing room one evening by using my usual technique of placing a plastic container over the offending arachnid and sliding a piece of cardboard underneath prior to taking it outside and releasing it back into the wild where it could continue to, no doubt, terrorise the local fox and badger population that traffic through the gardens most nights. And the plastic box on this occasion was a standard issue Chinese takeaway item (the larger ones) and when placed gently over the spider its legs were still sticking out beyond the container on both sides. When measured out of interest, the container was approximately 5" wide (millennials - 125mm), blimey!

Not every evening in the garden though, has been an oasis of calm and contemplation, oh no, not on one particular Sunday it wasn't.

You may be aware that some nation called the United States of America has recently determined that enough is enough in its relations with a middle eastern country and decided that resorting to the, uhm, extremely prejudicial use of several billion dollars' worth of military hardware was a perfectly reasonable course of action.

Which has meant that a quite a number of American military aircraft have been stationed in the UK for missions to the middle east. At least once a day, we've had these aircraft overhead and most commonly have been a pair of B1B bombers, although we were treated to a pair of B52s on one occasion.

Now, I'm a huge fan of military flying, hence my annual birthday pilgrimage to the, handily local and really rather brilliant, Royal Navy Fleet Air Arm Museum just up the road at Yeovilton, and always enjoy sighting military aircraft, most recently the iconic WW2 Swordfish biplane torpedo bomber flown by the Royal Naval Historic Aircraft Flight we saw overhead when walking Ruh our Lurcher at Lytes Carey National Trust site a couple of Saturday's ago.

However, on the Sunday in question we had just taken our dinners to the garden when the noise of a military jet interrupted our peace. Even Lynnette now comments that it must be a military plane in the sky even if you can't see it as

the noise is always exponentially louder than anything civilian.

And then we spotted it, a BIB bomber at a reasonably low enough altitude to identify it, wow. And then, five minutes later another one, they must be on a mission, we thought, hmm.

Oh no, it wasn't two aircraft, it was the same one that, for some unknown reason, continued to fly circuits over the Yeovil area. For two hours! Talk about a loud awakening, these things are in your face noisy, and we watched it fly its circuits as we relaxed (relative term) after our meal.

Lynnette eventually took to Facebook and the news was that it had been seen over a number of towns and villages locally, giving it a 20 mile turning circle, and some aircraft spotters who are usually armed with a radio receiver so they can listen to the various transmissions to and from an aircraft, had picked up that the BIB had a technical problem with its cabin pressurisation system so its mission had been scrubbed and it was now flying circuits to burn off its fuel load before returning to RAF Fairford where they're stationed.

Given that a BIB is a supersonic capable aircraft and that it took two hours for its four, undoubtedly, stonking great engines (14 tonnes of thrust, each, yikes) to burn through enough of the normal onboard

fuel load of 96,750 litres to make a safe landing back at Fairford, that's an impressive fuel bill. And I thought my daily commute to Bristol was costly enough. Trust the Americans to totally go silly about something.

Chris Dymock



Join Bristol Motor Club

The screenshot shows the Bristol Motor Club website. At the top, there is a navigation bar with links for Information, Subscriptions, and Events, along with social media icons. The main header features the club's crest and the text "Bristol Motor Club Promoting club motorsport since 1911". Below this, a section titled "Sign in to Bristol Motor Club" contains a login form with fields for Username and Password. To the right of the login form, there is a "Not a member yet?" section with a "Register here" button. At the bottom of the page, there is a copyright notice and a privacy policy link.

Information Subscriptions Events

Bristol Motor Club
Promoting club motorsport since 1911

Sign in to Bristol Motor Club

Username
You must enter a username
[Forgotten your username/password?](#)

Password
You must enter a password
[Have a password reset token?](#)

[Sign In](#) [Problems logging on?](#)

Note by signing in, you agree to our [Terms & Conditions](#).

Not a member yet?
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.

[Register here!](#)

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NOTICE: We collect personal information on this site. To learn more about how we use your information, see our Privacy Policy.
Powered by myClubhouse® - Online Club Membership Administration Software For Clubs Management Version 9.12.15.1471-001 PAGE

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?			(Delete as appropriate)	
			YES / NO	
Full Membership			£25.00	
Associate Membership (Live as same address as Full Member			£10.00	
Junior Member (U18)			FREE	
DEDUCT REWARD POINTS £1 each			(NOT applicable to NEW club members)	
TOTAL			£	

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).
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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/>



2026 Calendar



**Recognised
Club**



Date	Event	Juniors	All Rounders
Tuesday 6th January	Club Night - Swan Hotel - BS32 4AA		
Tuesday 3rd February	Club Night - Swan Hotel - BS32 4AA		
Sunday 22nd March	Aston Down AutoSOLO (EMCOS)	Yes	
Sunday 29th March	Shenington AutoSOLO (Oxford MC)		
Sunday 12th April	Kemble AutoSOLO (Bath MC)	TBC	
Saturday 25th April	Wiscombe Park (Woolbridge)		
Sunday 26th April	Wiscombe Park (Woolbridge)		
Sunday 24th May	Chepstow AutoSOLO (BMC)	Yes	Yes
Saturday 30th May	Llandow Sprint (Chepstow)		Yes
Saturday 6th June	Abingdon AutoSOLO (Dolphin MC)	Yes	
Sunday 21st June	Chepstow AutoSOLO (BMC)	Yes	Yes
Sunday 12th July	Aston Down AutoSOLO (EMCOS)	Yes	
Saturday 1st August	Dick Mayo Sprint (BMC)		Yes
Sunday 2nd August	Classic & Performance Parade (BMC)		Yes
Saturday 15th August	Llandow Sprint (BMC)		Yes
Sunday 16th August	Thruxton AutoSOLO (Dolphin MC)	Yes	
Saturday 5 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 6 September	Wiscombe Park Hillclimb (5-Clubs)		Yes
Sunday 27 September	Shenington AutoSOLO (Oxford MC)	Yes	
Saturday 10 October	Great Western Sprint (BMC)		Yes
Friday 23 October	Navscatter (BMC)		Yes
Sunday 8 November	Fedden Sporting Car Trial (BMC)		Yes
Sunday 29 November	Allen Classic Trial (BMC)		Yes
Tuesday 1 December	General Meeting & Buffet (BMC)		