

# *Driving Mirror*



IMPRACTICABLE FOR CARS

It's that time of year again

Sept-Oct 2017

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*(Cover shot: John Bingham)*



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**The next Driving Mirror deadline is  
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Got something to share? Please send any words and photos you have to:

[Matt@classiccarsdriven.com](mailto:Matt@classiccarsdriven.com)

# Chairman's Chat



**H**eavy. Is the only way to describe a BMW 330D around Llandow. The brakes knew it as well after they began to judder four laps in (fortunately recovering afterwards and fine ever since). Still at least it didn't rain all day and there was cake. Yes our annual mid-week track day west of Cardiff was once again a tremendous success.

We had 19 cars and in total 23 drivers who all enjoyed decent lap time. Some even having to re-fill their tanks at lunch-time. I took Andy L out in my BMW and made him feel queasy. So, to make it fair, he did the same to me in the ex-Phil Oliver MX5 'RS' which also involved a quick spin two corners in, and one almighty save at Glue Pot later on. What is it with that car and that particular corner?

Others made the most of sharing and learning together by hopping in as a passenger or taking the wheel themselves. It was all there, camaraderie, mickey taking and of course plenty of overtaking as well.

I'm keen the event stays in our calendar and would also like to see a few more along. After all no one has to Marshal, Clerk, Steward or perform any formal duty. You just turn up in whatever you have and drive or hitch a ride. What's not to like?

So I've made an executive decision. Next year we will hold the event on a Friday instead. In fact there's more. It's already booked and so the 2018 Llandow Track Day will be on Friday 21st September and the entry form will go up in January as well.

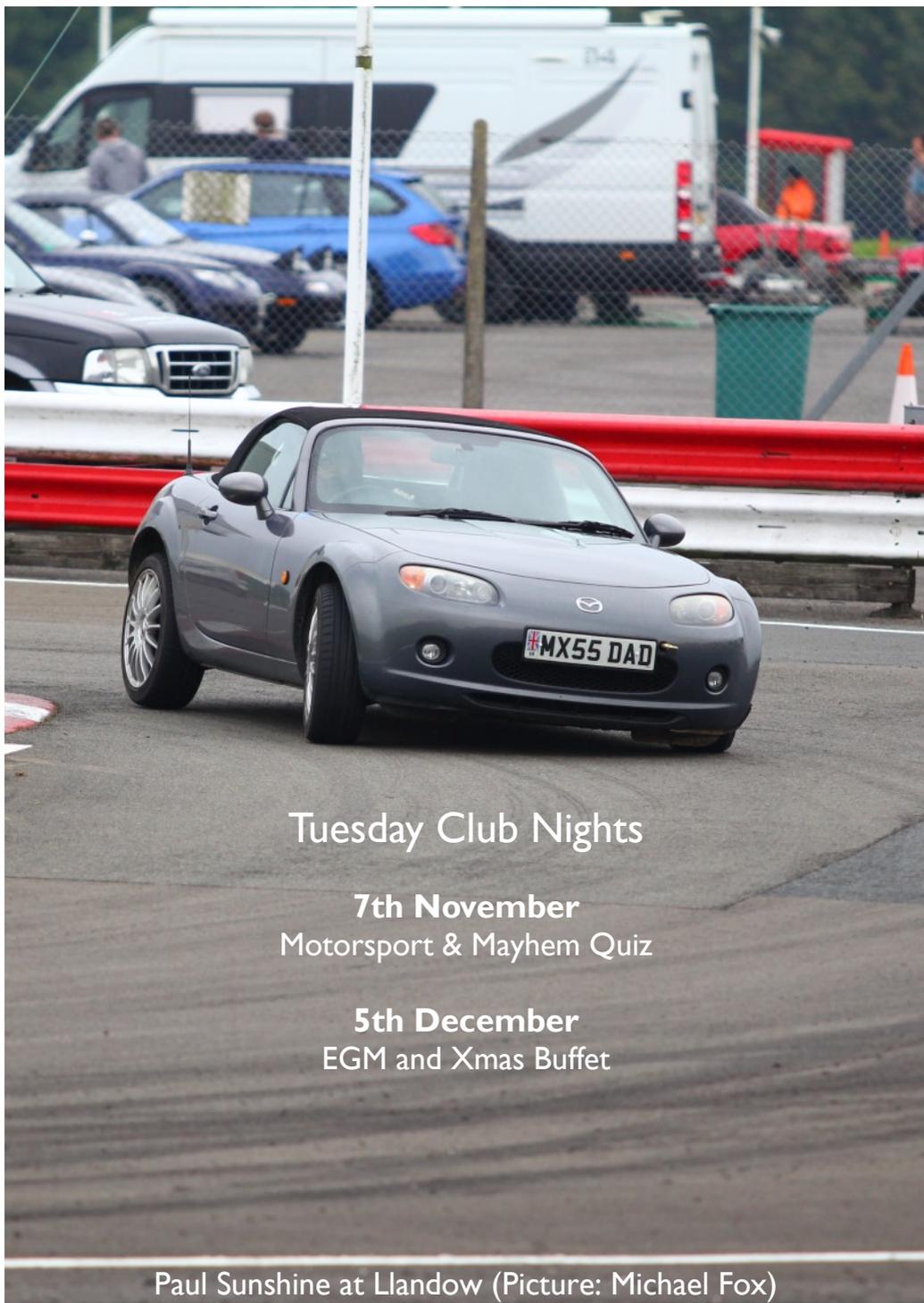
Onto other things and I have to say I'm really pleased with the response I've had from two asks. The first to fill this magazine which I'm sure you'll agree as you thumb through has worked really well with varied content and photographs. Like the one on the front cover for instance.

John Bingham's daughter stumbled across it whilst driving in Cornwall near Bodmin. And as John points out, you just don't get that standard of vocabulary on road signs these days. John has set us the task of identifying exactly where the sign is located. A box of chocolates from me for the first person to come up with the correct OS coordinates.

The second ask was to help out at our Charity AutoSOLO and despite the fact there were just two of us signed up before the eMail went out that number grew to twelve in just a few days. That ladies and gentlemen is greatly appreciated and means, with MSA Approval, we can once again support the Stroke Association.

In the magazine this month Darren Silver gets down and dirty at Manor Farm, John Bingham sets us a challenge, the Tooth's visit the Palace, Andy Laurence shares the RS story, pictures from Llandow, Driving Mirror from 1963, a slightly damp Touring Car weekender at Brands, the legend that is Gerry Marshall and of course Drive-By.

*Matt Nichols*



## Tuesday Club Nights

**7th November**

Motorsport & Mayhem Quiz

**5th December**

EGM and Xmas Buffet

Paul Sunshine at Llandow (Picture: Michael Fox)

# DARREN SILVER DOWN AT THE FARM

I travelled down to Manor Farm in Charmingouth on the Friday evening before the event on the 23rd and 24th September. Traffic on the M4 and M5 was a complete mare and it took me four and a half hours to travel the 100 miles from home. On arriving at the venue I drove into the paddock and almost got stuck in the mud, it had been raining pretty solidly all week in the lead up to the event and so the ground was already very soft. I unloaded the Fiesta from the trailer and dived back into the car/hotel room for the night before getting completely drenched.

The next morning arrived faster than I could wish for so I dragged myself out of my pit for a cup of coffee and to get the car ready for scrutineering. My car, a 1982 Mk1 Ford fiesta is built to compete in the road going class A1 which is I think one of the most competitive classes in the South West.

On the Saturday I would be up against a Suzuki Swift, VW Lupo, Micra and a Smart Brabus Roadster. All capable of putting in class winning times so I knew it was going to be a hard pushed day. Practice began on a slightly damp surface and after watching an Impreza go off on turn one into a hale bale, it was going to be fun, and as I very quickly discovered like driving on ICE. P2 was pretty much the same and I started to struggle with over

steer on my front wheel drive car. Luckily the track began to dry out and the timed runs meant I ended up finishing in 2nd Place behind the Swift.

Sunday's event started out dry but slippery and I still had over steer issues. I played with Tyre pressures and put my front dampers on their stiffest setting which helped but I had lost confidence in the car and it showed in my times.

I then had a really good talk to myself before starting the timed runs and with an increased



entry into Sundays event now up to 11, I was relieved to get a 3rd in class. In the end rain stopped play as it was too slippery to beat the TI times we had set and so the organising club

decided not to run any more that day.

I would like to thank Woolbridge MC for organising the event and as always a massive thank you to the members of the orange army who without you we would not be able to have so much fun.

So now that's my Hill Climb season over, I can now concentrate on improving the car for next year. I already have new springs and dampers so I can get the corner weights sorted to improve handling and I have some new toys for the engine. Maybe next year I will be taking home some 1st place trophies.

*Darren*

# IMPRACTICABLE FOR CARS

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Something to puzzle over this Autumn. It's a shame the other two arms have been broken off. Two places starting with 'L' are on one broken arm, in the same direction, that is a help. Given that info, the other broken arm, the track and the general lie of the land I reckon that with an OS map and some spare time one could work out exactly where it is.

Are there any navigators up for the challenge? To be fair I'd better tell you the nearest large town is Bodmin. Let me know what you think the OS map ref of the signpost is, before Christmas if possible.

john.bingham@macace.net

Happy searching,

*John*



# RS - Rally Sport

Dave Greenslade and I decided to buy Phil Oliver's MX5 as a shared proposition for AutoSolos and the odd sprint. It's a well sorted car with all the right bits on it and we've known it for years. As a bonus, a mate was selling it, so we wouldn't get done over and I only needed to bring it 600 yards home. The deal was done and we took it to Dave's workshop to have a poke around underneath. This was when it all started to look a little worrying.

We thought it best to whip the car apart, replace fluids and give it some rust-proofing. It was during that process that we discovered the front chassis legs were, um, missing in places! We knew at the time of buying it that one of the sills would need doing in the not-too-distant future, but the state of the chassis legs caught us by surprise (and Phil when we told him). A few weeks of fabrication later and Dave had it all back together (thanks Dave!) ready for me to come and bodge a few other bits on. We changed every fluid in the car, fitted poly bushes, installed a limited-slip diff, rust-proofed the whole floor and pointed the wheels in the right direction.

We tried it out at Westonzoyland where we were not really on the pace, partially because we were still dialling it in and partially because I kept going sideways - I re-discovered Auto-Solo in RWD is fun. Kemble was the second outing and it did well. Dave topped the time-sheets and I wasn't far behind (until the last run when rain and exuberance mixed). At this point, I thought I'd take an attack at the Vincenzo & Sons Bristol MX5 Challenge in 2018 and reigning champion, Andrew O'Malley, helped me out by agreeing to run the championship to remove my conflict of interest if I competed.

This left one thing to try out on the car ... the track. I knew I sat a little high in the car, so I needed to adjust the seats to get me a bit lower. I'm several inches the wrong side (for motorsport) of 6 feet tall and Dave is the same height as all those other people down there, so the position needed work. The car's got a side-mounted bucket seat in it, so with 16 holes to choose from, I thought I'd just drop it down two holes and be done with it. Aside from all the booster-seat banter, that should've been easy. Except that the seat has mounts on the bottom of it as well as the side and when mounted in that position, the bracket mounts foul on the bottom seat mounts. I thought I'd just go backwards, but then the top of the seat fouled the roll bar. After 90 minutes, I gave up and left it.

# t or Rusty Shed

I took the car to Dave's place to fix a few bits and the first thing we attacked was the seat. After 3 hours, we'd managed to fit the seat closer to the wheel but lower. Dave can't see over the steering wheel and I can't get my foot off the clutch, but I should now be able to get my head low enough to enter a sprint. I'll be recommending the Bristol Clio Cup to the taller people I meet!

We tried it out at the Llandow track day. True to form, the weather at Llandow was mixed. I've been there once on a day it didn't rain, but that was so long ago, I do wonder if it was a dream (*Ed—It was a dream Andy*). After signing on, we had a briefing from Marshal John. It was as entertaining as always. After that, Dave and I signed on. Whoops! We were sent out in batches and I got used to how the RS (Rusty Shed) handled on track. Rather well was the result! In the next session with Paul Sunshine sat beside me, the clutch started slipping quite badly, so I brought it back in.

Dave took it out a bit later and it was still slipping, so we agreed to take it easy and hope we didn't need to use the trailer to get home. I got a ride with Matt in his BMW 3 Series. It goes rather well with the 3 litre turbo engine in it, but the 3 winter tyres and an Avon Ditchfinder made handling rather interesting (*Ed - They've all been replaced and now both match and grip*). I returned the favour in the RS, by which time the clutch had mysteriously stopped slipping. We had a little "wiggle" at Glue Pot, but it gathered up nicely, if not neatly. The car has form there and still has the rippled panels from meeting the tyres.

During the day, people went from car to car getting rides and drives from around the paddock. James Hurford ran out of lining on his brake pads at one point - he got a lift to the local motor factors in the Benstock Impreza and by the time he returned his car was on jacks with the wheels off and the pads out ready. He was out on track within 30 minutes. Other car failures saw members crawl over the cars to fix them; a burst hose was quickly replaced and cooling system diagnosed as inadequate for the supercharged engine when driven for 15 minutes on track. It showed the togetherness of Bristol Motor Club and its members. Roll on Llandow 2018..

*Andy*

Picture: Michael Fox

# FROM THE ARCHIVES

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**A**fter Chris Bigwood handed me a collection of club magazines from 1963 for archiving I decided it was my duty to share some of their content with you. This insight provides confirmation, if needed, that the challenges we face today are not new and the gratitude we have for those who help out, just the same.

Let's go all Bristol Motor Cycle and Light Car Club together:



Editor: Tony Olpin  
317 Ashley Down Road,  
Bristol. 7. Tel: 47574

January 1963.

Dear Members,

The beginning of a new year coincides with the first issue of our Journal "Driving Mirror" in its new form, which it is hoped to produce every six weeks. All of you will have noticed the excellent new cover design which has been produced by one of our members Basil Hemsley. This design was selected by a sub-Committee from a number of very good entries only after a lot of headscratching. Surprising how many artists the Club can boast!

If the magazine is to be a success as we hope it is, we must depend entirely on you, the members for whom it is produced. It is produced for your entertainment(?), information and sometimes education, and reports and advance information on events which organisers are promoting. There are many members who find it impossible to attend our Tuesday Club meetings and they are forced to rely on the magazine for news of Club events. So come on you organisers and successful competitors, don't be modest, let your Editor know all about it. Remember, you only get out of a magazine what you put into it.

This month sees the annual trek across Europe by the worlds foremost Rally Drivers and navigators in the Monte Carlo Rally and as usual members of our own Club will be pitting their wits against the organisers and no doubt all will have been using the recent adverse weather conditions to practice their skills for the coming endurance marathon. All members will no doubt wish Tiny Lewis and Alec Kynoch, Geoff Mabbs, Tony Nash, Brian Harding and John Steadman the best of luck in their long journey. No doubt one of them will be persuaded to give an account of their experiences to the Club on their return.

Remaining on the Rally scene, it was pleasing to see so many Club

members both assisting and spectating at the Control run by Eric Harris for the B.A.C. Rally as it passed over the Gloucester-Somerset border at the Clifton Suspension Bridge. One amusing touch was the rather battered and tired Mini-Cooper which rushed through with the legend, "Never Raced or Rallied" carefully written in the dust and mud on the sides of the car!

Surprising also that although so many members were helping at the Bridge, it still appears very difficult for club organisers to obtain the services of members when marshals are required. To those of you who have never marshalled on a rally, why not try it? Sometimes the marshals have more experiences (!) when accompanied by female assistance and see more of a Rally than most competitors, so let see those marshals lists circulating a bit more slowly to give yourselves more time to write your names and addresses.

Turning to the Autocross scene, congratulations are due to members Ken Piper and Arnold Denman, respectively 1st and 3rd in the Autocross Championship.

### In the Mirror

February the 1st is a date for your diary for it is the Club's social event of the year, our Annual Dinner and Dance. Tickets are 25/- and can be obtained from either Nina White, 1, Charlton Park, Keynsham, or Mary Wessell, "Westbrook", Paulton, Somerset. A ticket order form is enclosed with this Journal and it should be completed as soon as possible in order that the myriad of details essential to the organisation of the club's premier social event can be got under way.

### Bristol Rally

The Bristol Rally must also be to the forefront in the minds of our Rally enthusiasts and John Grist and Ralph Wilding assisted by Angie are expected to reproduce their usual high standard. This will be an ideal opportunity for newcomers to participate in Rallying although John tells me that he hopes that there will be no clean sheets.

Turning to the Annual General Meeting which was very well attended, members heard tribute given to our retiring committee members for the sterling work put in by them during the year. Just how much work is entailed to ensure the smooth running of a club with so many diverse interests in motor sport is perhaps not appreciated by all. I know all members will wish our new Committee Members every success in the coming year. A special word of praise is due, I think, to Tony Howell who was solely responsible for the Journal during the last year. I know Tony was "press ganged" into the job and I am sure all members will agree that he did a very good job in spite of great difficulties.

### Congratulations Dept.

To Dick Mayo on the occasion of his marriage at Bristol Registry Office. We all join together in wishing Dick and Anne all the very best in the years to come and hope to see more of both of both of them at Club Meetings.

To Tiny Lewis, fourth overall with David Mabbs in the R.A.C. Rally. Tiny, of course, gained his class win at the same time. He has very kindly recorded a report on his experiences which is contained elsewhere in this issue.

### For Sale

Club Special (Cannon) for sale, used only in one event £240 o.n.o.



Who says  
rallies  
don't  
improve  
the breed?

Drive an  
Alpine rally  
winner

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# A LEGEND AT CRYSTAL PALACE

When Mark Tooth sent across his Crystal Palace event report he included a photograph that conjured up all sorts of nostalgic feelings of a certain Gerry Marshall at London's only Race Track driving a Viva GT back in the early 70s.



(Picture: Mark Tooth)

Picture this. The year, 1971, and the race, the British Saloon Car Championship. Gerry lines up his 2.5litre Vauxhall in the middle of the three car front row sandwiched between Mike Crabtree (Ford Escort RS1600) and Martin Thomas (Chevrolet Camaro). Gerry makes a slightly slow start and in the rush to the first corner takes a blow to the front of his car.

Undeterred, well he wouldn't be would he, Gerry picks up the challenge once again managing to get back up to third place going into the first corner before battling hard with Mike Crabtree's Escort and, after a late dive, crosses the line at the end of lap one in second spot behind Martin Thomas's Camaro.

I'll let you enjoy the rest, your commentator is of course Murray Walker:

Click [here](#) if online or search YouTube for 'gerry marshall crystal palace'.

# BMC—LLANDOW TRACK DAY - WE



WEDNESDAY 27th SEPTEMBER 2017



All Pictures: Michael Fox

# THE TOOTH'S GO TO THE PALACE

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I blame Andy Laurence. For the last few years he has been extolling the virtues of Motorsport at the Palace, having competed there since the event was reinvented in 2010. I had always fancied having a go, but as it was traditionally the May bank holiday it always clashed with Prescott La Vie En Bleu, which we really enjoy. This year, the event had been moved to August bank holiday, meaning we could give it a go.

Knowing the event customarily gets oversubscribed, I put in our entries as soon as the Regs came out, me for the Sunday and Claire on Monday, as they don't (see later!) do double drives. I had previously booked a couple of rooms in the local Travelodge, so we were good to go.

We travelled up on the Saturday afternoon, with the drive through London quite an experience for a country bumpkin like me. We drove through areas that I had only ever seen on the tube map or on TV. With a combination of satnav and old-fashioned maps we both (Zoë and Claire in Zoë's Mini and Me and Saul in the van) got there one way or another, although at one point we saw Zoë's Mini going in the opposite direction which meant one of us was wrong at that point!! (Note from Zoë: The girls' team were going in the right direction!). And every set of traffic lights seem only to stay on green for a few second making progress painfully slow.

We left the van, trailer and Elise at the Park inside the security fence (and next to the marshal's tents for added security!) and used Zoë's Mini to get about. The proximity of the Travelodge meant that Zoë could at least have a lie in and walk to the park at a more sociable hour, taking in Tesco Express on the way to get lunch.

When we arrived at the event on Sunday, we noticed some cars were sporting '7' prefixed numbers. Apparently, double drives are now permitted, although our chosen route was probably more relaxed and more enjoyable. Both days were far from full, with 90 starters on Sunday and only 64 on Monday.

With the class structure based on age we had little chance of any trophies (we had two Subaru's and Steve Moore's Mitsubishi Evo in our class), but my personal target was to be best of the rest and get under 40 seconds, which I achieved on my second (of three) timed runs. The paddock provided a lovely setting, with the trees providing welcome shade as it was rather warm. There were also plenty of spectators, with the Elise generating quite of bit of interest with the youngsters, a few of whom got to sit in driver's seat to be photographed by their parents, perhaps nurturing an interest for when they grow up.

Monday turned out even hotter, with temperatures in London approaching 30 degrees. The paddock looked very empty, with a broken ring of competitors around the periphery and

none in the middle. With practice completed before 11 o'clock, competitors were invited to participate in parade runs to give the spectators something to watch.

We hoped the afternoon's timed runs would progress at the same rate to allow us to make a prompt departure (you can't get out until the event has finished), but typically there was an off on T1 (after the finish line!) which took around half an hour to sort out. Even so we were finished at around 4.30, with Claire happy at getting to within a second of my Sunday time having initially struggled to get to grips with some of the tight corners. Monday also saw Andy Greenen take the course record in his new for 2017 998cc Empire Evo 2; an impressive drive taking the record down to 31.3 seconds. We left just after five and, on the advice of some of the locals, took a far quicker route out of London down the A3, meaning we were home at 8.00, for a well-earned curry.

Overall, we all enjoyed the weekend, but the jury is out regarding whether we would want to do it regularly. Nothing to do with the event itself (Andy was right, it is good), more to do with the travel and cost of the weekend as a whole. I do hope that Sevenoaks cover their expenditure with the low entry and, amid rumours that the event will return to May, that they can return back to the entry levels seen in previous years.

*Mark*



Claire Tooth finding the limits under braking (Picture: Mark Tooth)

# TOURING CARS AT BRANDS

At the beginning of the season, a few of us decided to go to a BTCC round. With our organisational power, we managed to book in to the final round of the BTCC at Brands Hatch. 4 cars packed with 7 tents, 2 gazebos, a cooker, BBQ, coffee facilities, 7 adults and 4 kids arrived at Brands Hatch campsite on the Saturday.

We took a few chairs to Paddock Hill and sat down to watch the 6 races in the after-

noon. Bizarrely, I was the only one who had remembered to bring a beer, but I'd forgotten a bottle opener. Did I mention our planning skills? Still, the racing was fantastic and we retired to the campsite to cook

food and drink beer. We're not really sure when that finished, but it was before the high winds and rain came in the early hours.

I was awoken at 02:20 to the sound of "Daddy, is it morning yet?" Again at 04:30, 05:20, 05:40 and 06:00 when I finally agreed it was. Despite making an early start, we only just made it with enough time to buy some merchandise and get into the driver signing session.

That was a highlight for the kids and we settled back into Paddock Hill to watch the racing. With varying degrees of damp on the

track (never really wet and barely dry), the racing was fantastic (apart from the Porsches, but we let them off because they look nice and sound great) and so many overtakes past us with very little contact. We had a choice of TV screens to watch as the cars headed off down the GP loop.

Much of the day was spent with banter between the various groups via WhatsApp. The Clemow/ Greenslade/ Sunshine/ Laurence

contingent camped at Paddock Hill in the rain, Matt "I wish I had a cookie" Parr in the free corporate hospitality suite and Scott "I should have brought a jumper or jacket" Boulton who was doing laps on foot. It was like the Judean People's



Front (*ED - Or was it the People's front of Judea?*).

There were 3 small Tom Ingram fans in the BMC group, so the Independents' Cup falling into his hands really went down well. Sadly, Dino Zamparelli couldn't quite clinch the Porsche championship with his solid 2nd place behind Dan Cammish. We stopped at Chobham services on the way home and arrived exhausted after a fun weekend.

The discussion has already started for 2018 and the shortlist so far is; IoM TT, NW200 and Goodwood. Answers on a postcard.



# Drive By

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“Oh no darling, that’s most unattractive”

What the... you have got to be kidding?

Hmm, that’s quite an opening line from my partner Lynnette, considering the subject in question was not a reference to my rather brilliant elephant impression (when ever so slightly drunk, ahem...) but a spanking brand new, jet black Jaguar XK and was her response to my observation that I really thought Jaguar’s Aston-alike (ish) was the dog’s dangly bits and that I wouldn’t mind owing one of those in the future – the XK, not the mutt’s whatnots.

As Lynnette has absolutely no interest in cars whatsoever and pretty much considers them merely as convenient appliances for getting from one place to another - which, if we’re being brutally honest, is a car’s only reason for being - then I suppose her comment can be forgiven. However, you can imagine my shock when, as we were outside of the house one Sunday morning and loading the car with six stone of excited Lurcher eagerly awaiting his walk in Leigh Woods, I heard Lynnette utter the unimaginable; “ooh, I really like that car”

A second or so later, and still somewhat reeling from the shock, I looked around at the queue of cars waiting at the nearby traffic lights but absolutely nothing stood out?

“Uhm, which one?” asks yours truly in all innocence, to which she replied? “The pink one of course!”

Yep, a shocking pink Nissan Micra; dear God. Which must directly relate to another great subject, the nature/nurture debate, as the girl’s obviously learned nothing in the decade and a half we’ve been together. And the more I’ve thought about it, the more I’ve come to realise the multitudinous reasons for what drives an individual’s passion for certain makes and/or models of cars is as broad a brush as you’re ever likely to find, and is therefore, by its very nature, highly subjective.

In light of the forgoing anecdotal evidence, I guess for some people the prime driver of passion for a particular vehicle might be as basic a requirement as purely favourite colour alone which, I suppose, might be considered a perfectly reasonable criteria for a person’s choice of vehicular transport given the very high level of competence of the vast majority of modern cars and the increasing restrictions to actually enjoying driving imposed by both her majesty’s government attitude to cars and the sheer volume of traffic on our roads.

But, more interestingly, what automotive passions drive those of us with even a modicum of interest in cars? One of the top passions to be considered must be the constant craving of some to be the possessor of the very latest model within their chosen (or enforced, if it's a company car list) limitations of budget, running costs and usage requirements etc. and for whom the three-year car lease plan must feel heaven sent.

Of course, this striving to have the very latest item of a chosen technology is most apparent with IT and you only have to see the news reports of the latest iPhone release to see the level of passion such unbridled desire generates. Not to mention the always hilarious comments from such adherents when suggesting that ownership of any previous iteration is immediate social death, despite them having just spent a great deal of money purchasing what might, somewhat ironically, be deemed to be nothing more than a direct replacement item when considering actual usage.

Linkage to which quite nicely leads me into the next potential passion for consideration; one-upmanship, or ego as many would call it. The very best example of automotive one-upmanship was the UK company car market from the early 1970's right through to the late 90s when company car allowances impacted the established hierarchy so carefully developed and competed for by Ford and Vauxhall.

Both manufacturers not only had models that were aimed at certain levels of one's positioning within an organisation, but additionally had several sub-levels within those model ranges, not only by the engine options available, but also by trim and equipment provided – L, GL, GLX, and Ghia, to use Fords particular take on this caste system – that let anybody travelling behind you know in no uncertain terms of your own career success just by looking at the badge nailed to the boot lid.

Or lack of success, especially if you were staring at a veritable raft of cheap, ill-fitting black plastic blanks on the dashboard where options switches would be located in the models above the one you were driving and which were the automotive equivalent of a school report stating 'should try harder'.

For the next type of automotive passion up for consideration, I have to admit that 'brand loyalty' for one of the 'everyday' mainstream manufacturers is something that's never appealed to myself, so one train of thinking that has never failed to amuse me and have me questioning a person's sanity when I hear it, is a statement that they've never wavered from the products of a single manufacturer.

Really? Why? I really don't get this one, as it intimates that however appalling a particular manufacturer's products might be, this person will purchase them regardless?

As an example, you might have thought, and quite possibly correctly, that Peugeot were absolutely brilliant if your first acquaintance with that brand was a new 205GTI followed by a new 306GTI.

But you have to ask yourself, would you have continued to remain with Peugeot given the continuous stream of wheeled mediocrity they created in the subsequent twenty years since that road-rocket highpoint? No, me neither, which probably accounts for the near-permanent sales offers by certain manufacturers of cashback, impressive discounting, cheap insurance deals, free servicing and the like that has become the established means of shifting automotive porridge to the unknowing and uncaring masses.

Such brand loyalty passion for one of the elite manufacturers, Rolls-Royce, Bentley, Ferrari, Aston Martin or the like, I could understand, but for the more mainstream manufacturers - and anything other than that manufacturer's top-end-of-the-range and halo models? This will continue to puzzle me. Now, passion for the elite manufacturers, that's far more comprehensible.

If you're fortunate enough to have the wherewithal to be a regular purchaser of the creations of any one of the elite manufacturers, then passion for that brand and what their cars provide for you in terms of exclusivity, performance, luxury, comfort, handling or whatever it is about that brand that tickles your pickle, is most certainly an understandable prime driver.

Even passion for an elite marque or model that will forever remain beyond your wallet is easy enough to appreciate as it's aspirational, and as someone probably famous once possibly said 'show me the boy who doesn't daydream and I'll show you the man who achieves nothing'.

Which leaves us with possibly the main instigator of passion for a great many of us – aesthetics.

Let's be honest, almost regardless of cost, it doesn't matter how brilliant a car may be (or not), there's no getting away from the fact that we 'buy with our eyes' and that aesthetics are a hugely emotive force when it comes to generating passion for cars.

And I'm not just talking about the obvious great looks of Aston Martins, Ferraris and the like, as a car can be perceived to be great looking if it appears to be 'fit for purpose', such as a LeMans prototype racer or a rally car for instance.

Be honest, other than for staggering performance at an amazingly accessible cost and closely

resembling a rally car, who would have purchased a Subaru WRX STI or Mitsubishi Evo model for, say, the quality of their interiors, fuel economy or ride quality? No one, but, by God, there was no doubting they looked absolutely spot-on and 'fit for purpose' even though both were based on unattractive humdrum saloons – sometimes you just can't beat lumps, bumps and spoilers!

Hand in the air time - my personal interest and passion for cars is predominantly for the elite products of the 1960s for their sheer aesthetic beauty and 'fitness for purpose' and which will forever remain aspirational, subject to a major roll-over lottery win or a change of career involving banks and sawn-off shotguns...

AC Cobra 427, Ferrari 250 GT SWB, 250 GTO, 275 GTB/4, 365 GTB/4 'Daytona', Ford GT40, Lola T70, Porsche 2.7 RS. If you're listening Lord...

*Chris Dymock*

Chris Dymock. Bothering humanity since mastering walking and talking.





*OK I admit that it might have rained once... (Pictures: Michael Fox)*



# BRISTOL MOTOR CLUB



## 2018 SUBSCRIPTION RENEWAL

Full Member	Name	
	Email	
Associate Member	Name	
	Email	
Membership Number (from full member's previous card)		
Main phone		Alternative
Have you changed your postal address in the past year?		YES NO
If so, please enter your current address		
Postcode		
Do you wish to receive <i>Driving Mirror</i> by post? (tick as appropriate)	<input type="checkbox"/>	YES NO
Full life membership (tick boxes that apply)	<input type="checkbox"/>	£300.00
Full annual membership	<input type="checkbox"/>	£ 20.00
Associate annual membership	<input type="checkbox"/>	£ 10.00
Plastic windscreen badge	<input type="checkbox"/>	£ 1.25
<b>DEDUCT</b> BMC Reward Points, value £1 each		£
<b>NET TOTAL</b> Cash, or cheque PAYABLE TO <b>BRISTOL MOTOR CLUB</b>		£
Signed	Date	

Please post the completed form with your remittance to Zoë Tooth, 49 Bowling Road, Chipping Sodbury, BRISTOL BS37 6EP Tel: 01454 329231

DATA PROTECTION Information on this form will be stored electronically for the purposes of maintaining the register of members and to produce mailing lists for club publications and event regulations only. The information will not be passed to any third parties.

FOR CLUB USE	Date received	Membership No(s).
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# MEMBERSHIP RENEWAL

## CATEGORIES OF MEMBERSHIP

There are two membership categories: Full Member and Associate Member. Associate Members must share the same address as a Full Member, and they may only request one copy of the club magazine for that address. In all other respects the two categories enjoy identical membership status.

## DURATION OF MEMBERSHIP

Membership runs from the date you join until 31st December the same year, but if you join after 30th September your membership will run to the end of the following year. Thereafter, subscription renewal is payable on 1st January each year; your membership will cease if your subscription is not paid by 31st March.

After you've been a member for at least a year, you may apply for Life Membership for a one-off fee of £300.

## CLUB MAGAZINE

Driving Mirror is published promptly on the club website when it's sent to the printer. If you wish to receive a printed copy by post, please respond accordingly to the Yes/No question on the form.

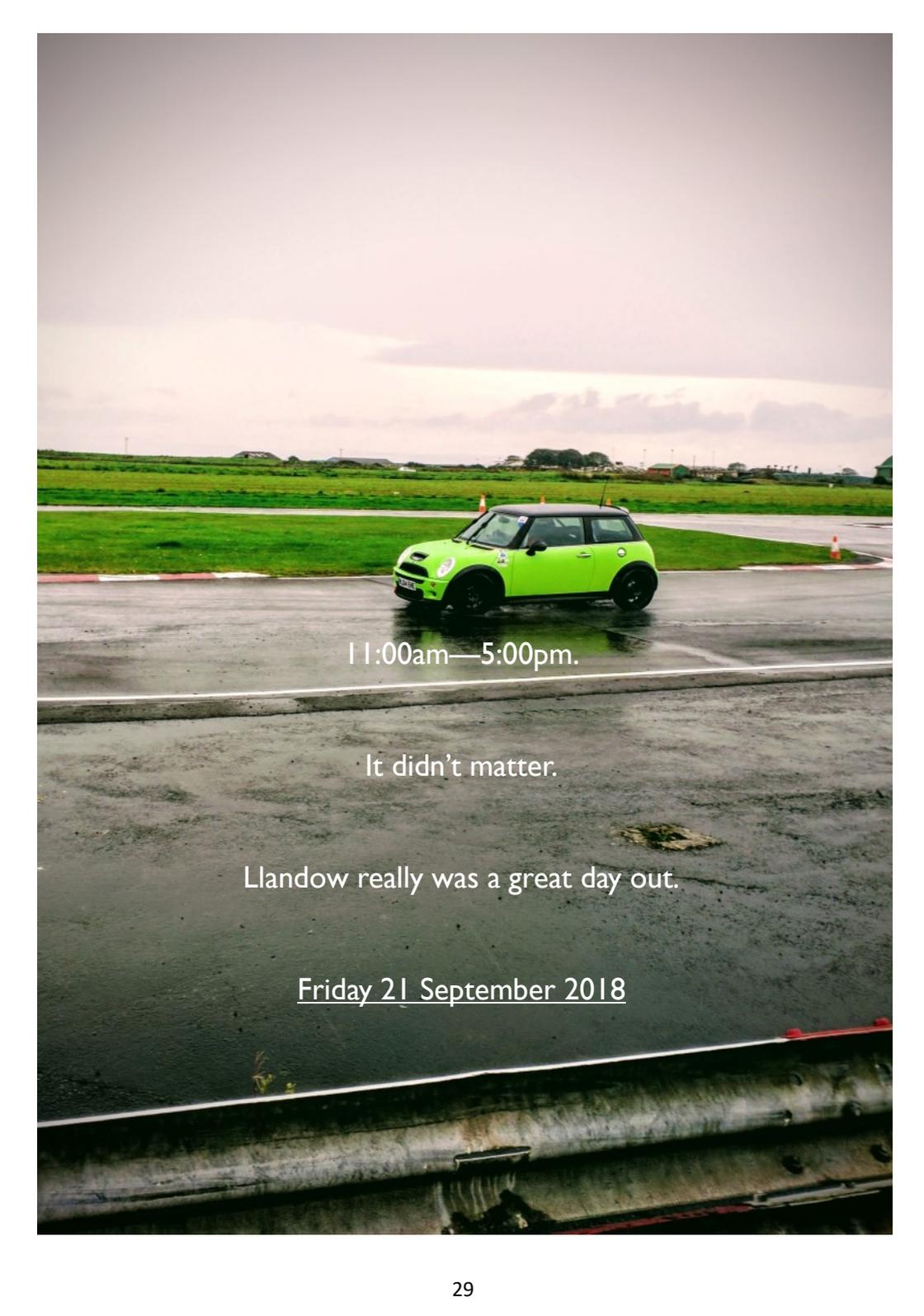
## ONLINE RENEWAL

If you don't want the bother of completing the printed form and posting it with a cheque, you may renew your membership online, paying by bank transfer and/or Reward Points in any combination. You may check your balance by clicking the link **Reward Points** on the club website. To renew, click **Join Us!** and follow the link to the self-explanatory renewal form. Calculate the balance due and go to the next step, which is to make payment using your personal online banking service. The club's account details are shown on the website, and when asked for a reference, please give your POSTCODE AND SURNAME.

If you do not use Online Banking then you'll have to use the traditional postal method.

If you need to update your address or phone details then please send a separate email showing the changes to [membership@bristolmc.org.uk](mailto:membership@bristolmc.org.uk).

If you encounter any problems with the online process or have any questions please email [webmaster@bristolmc.org.uk](mailto:webmaster@bristolmc.org.uk).

A bright green Mini Cooper is parked on a wet, dark asphalt racetrack. The car is positioned in the middle ground, facing left. The background shows a grassy field and a line of trees under a cloudy, overcast sky. The ground is wet, reflecting the light from the sky. The overall mood is somber due to the weather.

11:00am—5:00pm.

It didn't matter.

Llandow really was a great day out.

Friday 21 September 2018

## **Join the BMC Main Committee in 2018**

We are looking to recruit active club members to fill places on our main committee. A very special place where all important club issues are discussed and where we decide what as a club we will be doing now and in the future.

If successful in joining (confirmed at our EGM) you will be helping to shape the future of the club so that it continues to survive and thrive as it always has.

(Commitment is attending up to eleven meetings each year (first Monday after each Tuesday Club Night) and typically being involved with an event).

R.S.V.P.

Matt@classiccarsdriven.com (T) 07989 601 774

## **2018 BMC Treasurer and Book Keeper**

Following a recent decision from our current Treasurer Vickie Tubb to retire, due to work commitments, we now need to fill the role of Treasurer from 2018.

Following review we can see this working equally well filled by one or two people. The first to oversee and manage the accounts of the club so they can be passed to our accountant each year. And the second to perform basic book keeping duties (banking monies and making payments) for each event we run.

If you would like to be considered for either or both aspects please get in touch.

Matt@classiccarsdriven.com (T) 07989 601 774



## **Need somewhere to store your competition vehicle?**

We have recently setup a new storage facility in South Gloucestershire close to the current club stores used for the last 5 years, catering for 13 cars each car space is 2.45m x 4.95m.

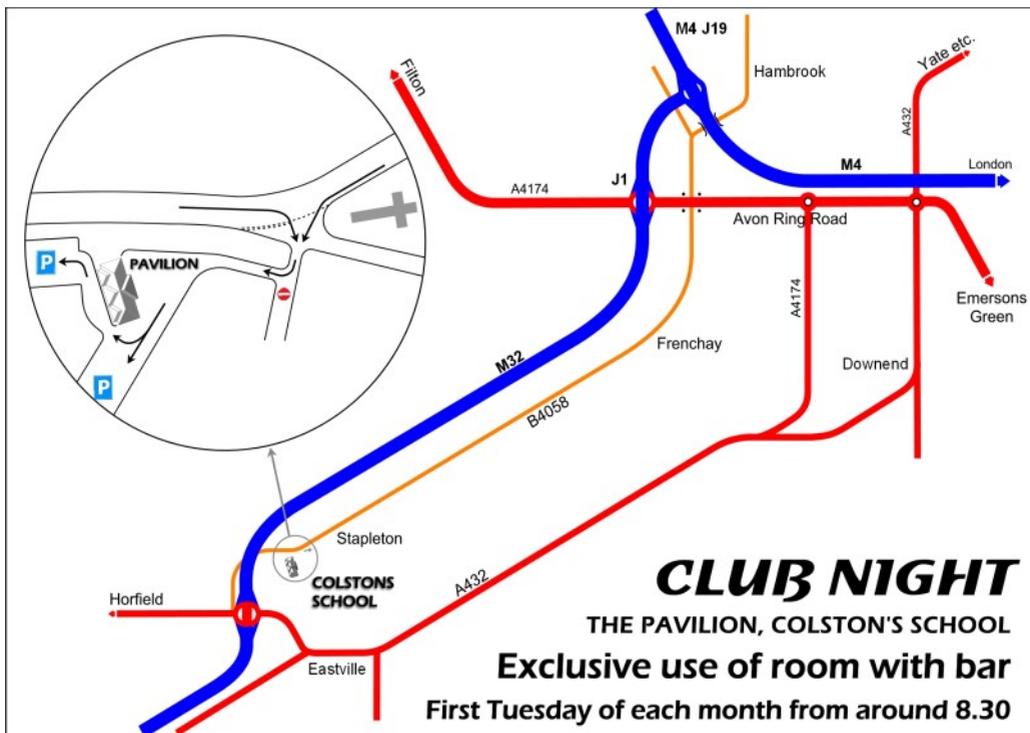
Spaces available from mid June, with club member discount of £5 per month for 2017.

See our website: [www.kingdomautostorage.co.uk](http://www.kingdomautostorage.co.uk)

Contact Andrew on 07916 723 648.

## **2017 Events Calendar**

<b>Date</b>	<b>Event</b>
Saturday 21st October	Pegasus Sprint
Friday 27th October	NavScatter
Saturday 28th October	Supercar Saturday AutoSOLO
Sunday 12th November	Fedden Sporting Trial
Sunday 26th November	Allen Classic Trial
Tuesday 1st December	EGM and Xmas Buffet



## OFFICERS & COMMITTEE MEMBERS' EMAIL

Pete Hart	<a href="mailto:peter.j.hart@btinternet.com">peter.j.hart@btinternet.com</a>
Paul Hemmings	<a href="mailto:paulhemmings2@btinternet.com">paulhemmings2@btinternet.com</a>
Chris Dymock	<a href="mailto:chris.dymock@intoheat.co.uk">chris.dymock@intoheat.co.uk</a>
Richard Marsh	<a href="mailto:r_marshy22@yahoo.co.uk">r_marshy22@yahoo.co.uk</a>
Paul Parker	<a href="mailto:britishsprint@gmail.com">britishsprint@gmail.com</a>
Mark Benstock	<a href="mailto:benstock.mark@yahoo.co.uk">benstock.mark@yahoo.co.uk</a>
Matt Nichols	<a href="mailto:matt@classiccarsdriven.com">matt@classiccarsdriven.com</a>
Mark Tooth	<a href="mailto:mark.tooth@tiscali.co.uk">mark.tooth@tiscali.co.uk</a>
Zoë Tooth	<a href="mailto:membership@bristolmc.org.uk">membership@bristolmc.org.uk</a>
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Chris Buckley	<a href="mailto:christjamesbuckley@gmail.com">christjamesbuckley@gmail.com</a>