

Driving Mirror



When the only way is up

Nov - Dec 2017

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(Cover shot: Matt Nichols - Roy Fedden Trial)



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**The next Driving Mirror deadline is
Friday 9th February 2018.**

Got something to share? Please send any words and photos you have to:

Matt@classiccarsdriven.com

Chairman's Chat



Incredible to once again see the highly specialised Sporting Trials cars at Old Down. OK hands up I haven't been along for a while, in fact this year was my first time at the new venue. What a great place it is too, a trialling dream. I suspect some downhill mountain bikers wouldn't mind a go back down the other way too.

These micro machines and their brave pilots appear to defy gravity as they make their way up hills you can barely stand on, let alone make you way up by foot. Impressive to see.

Now the last time I visited the Fedden I was left with two distinct impressions. One that the crews all looked a little on the old side, and the second the number of entries was quite low. Well I'm pleased to say things have moved on.

For a start there are younger crews taking part which immediately provides hope the discipline will continue and not literally die out. The second that cars were being shared by two crews in this near full event. Which, when you consider how specialist they are, makes real sense opening up access to people without their own car.

Yes, I'm pleased to report our 2017 Roy Fedden Trial was a resounding success and so I have to pass a massive thank you to Dave Harris, Tony Streeting and Angie Fullagar for all their efforts as well as anyone else who either helped out on the day, or beforehand by clearing away any dead (and not so dead) wood.

A week before the Fedden our SuperCar Saturday Charity AutoSOLO at Combe took place in support of the Stroke Association. This once again proved popular and although we attracted less drivers we saw far more passenger lap rides than before. The net result was largely the same after the committee agreed we cover all costs ourselves and in the end we donated £690.00 to this worthy cause.

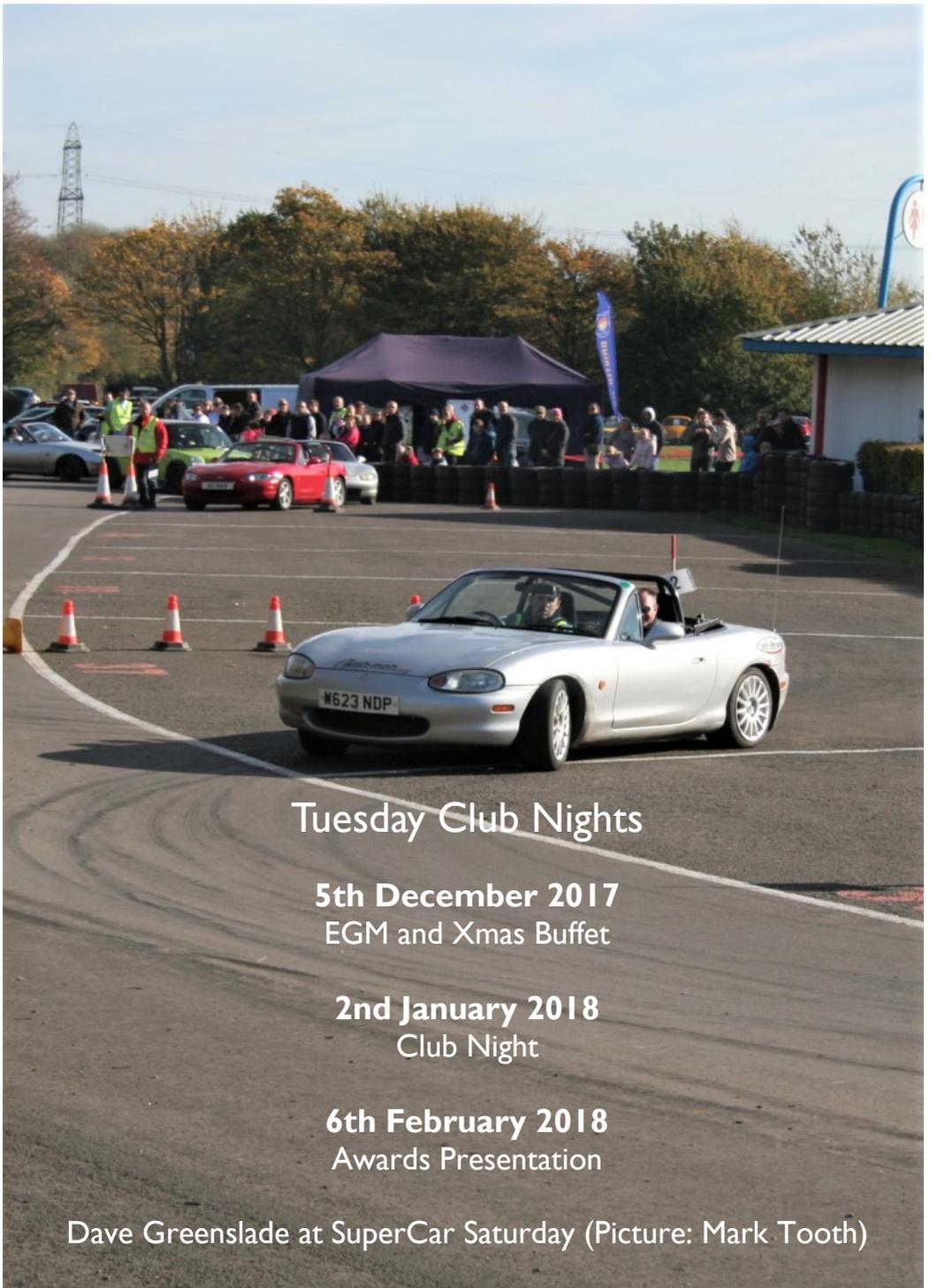
Great stuff and so many thanks to everyone who helped out on the day, in some cases burning large quantities of both tyres and fuel in the process; Andy Laurence, Andrew Thompson, Dave Greenslade, Carl Leonard, Graeme Palmer, Mark Griffiths, Gill Davies and Alan Wakeman. I also discovered the ex-Phil Oliver MX5 to be a great car to pilot.

More recently we returned back to muddier climbs, in the form of the Allen Trial, where Mark Tooth, Pete and Carlie Hart worked hard to lay on a superb event once again. A big thank you to them of course and also to everyone else who helped as the Allen appears to bring most of the BMC family out at one section or another.

December will include a General Meeting that decides the Directors and Officers of the club for 2018. So I must offer a personal thank you to everyone who played a part in making 2017 the success it was. Respect.

Enjoy the magazine, have a great Xmas break and see you next year.

Matt



Tuesday Club Nights

5th December 2017
EGM and Xmas Buffet

2nd January 2018
Club Night

6th February 2018
Awards Presentation

Dave Greenslade at SuperCar Saturday (Picture: Mark Tooth)

Pegasus Sprint

Trevor McMaster was out at the Pegasus Sprint in Classic Marques driving his Toyota MR2 and picks up the story. The circuit was drying from a damp overnight shower and we all started rather apprehensively having had a pre-drivers “shock” briefing following the Clerk of the Course interpretation that the circuit limits were to be defined by “the” white line and no deviation even on corners – this was later rescinded and clarified that the use of “red/white” curbs was permitted, but touch the green then it would be deemed 4-wheels off.

I managed a 90.13 in P1 and got down to 88.52 in P2, maintaining 3rd behind a 4.3 and a 5ltr TVRs. The weather held throughout lunch and 1st timed run was held up just ahead of me as the 5ltr Green TVR lost it after the first chicane. Still dry, I had a minor improvement to 88.50, but still 3rd-gross (4th on handicap). The handicap system is challenging in its understanding & calculation.

As we “considered” running T2, it was approaching 4pm and right on schedule the rain arrived bang on time. Those without a T1 time soon discovered how treacherous Combe is when damp, especially Camp as a Marcus Mantis painfully discovered. I also discovered that I should have entered in Class A2 along with other likewise 1.7ltr engine machines – why? My 88.50 was 2-seconds quicker than the Class A2 winner.

Enough said regarding the Classic Marques Handicap, but I did collect a “Classic Marques” award for my best performance of the season (they do not consider class wins at Combe in the BMC Great Western Sprint in the March and another Class win at Silverstone in June as I wasn’t entered in the right class).

I’ve thoroughly enjoyed my Season’s events, even if in Classic Marques Speed Championship I came 22nd from 62 entrants. See you all in 2018.

Trevor

I have to also mention Luke Trotman who this year followed in the footsteps of Chris Buckley in securing FTD at the Pegasus. Luke’s approach was slightly different to Chris’s in that he is out regularly in his Mallock, where-as Chris only went out once last year in the Radical. Still the result was the same and so well done to Luke plus all our other competitors present, some of whom are pictured opposite.

Matt



BMC Competitors at the Pegasus Sprint

(From Top: David Edwards, Andrew Hurlle, Bob Bellerby, Matt Bennett, Nick Green, Mike Smith, Steve Adams, Matt Parr, Tim Dennis)

LOTUS 1 - MAZDA 2

I started my motorsport adventure in 2015 after a long layoff of over 30 years (I used to compete in road and tarmac stage rallying in early 80's, those were the days). Competing in a red MX5 2.0 Sport that I was using for work as a daily driver. After two years of Hill Climbs, Sprints, AutoSolos and Trackdays I decided to sell the little Mazda and buy my dream car a Lotus Elise S1 in mustard yellow.



Wow what a car, I felt like I had won the lottery. The acceleration, the handling and grip but better than all this the steering was immense (in my book anyway). I kept going into my garage at night just to look at the damn thing.

But, after nearly a whole season of competing, I was getting tired of lack of creature comforts. It was horrible and noisy on the roads and very cramped, killing my back and starting to play up (I spent a fortune on the thing just to keep it going).

The biggest problem I had was the boss (wife) hated it and would not go anywhere in it. This caused lots of aggro because my idea was to compete at different circuits throughout the country and stay away with the boss overnight using local B&B's. So, I started to realise dur-

ing the summer months that I should sell the Elise and get another MX5.

The Elise sold easily, in fact I had people from all over Europe after the damn thing, France, Germany and even Holland. Anyway, the Elise went I found a lovely dark blue 2.0i Sport in South Wales. After two weeks of ownership the car was fitted with uprated Meister suspension, new tyres, wheels etc.

My First event was at Prescott (my home Hill Climb) the car was fantastic even the drive up the M5 was great as this model has heated seats, cruise control and Bose radio (I know this is not really a motorsport essential but I spend most of the time driving to and from events and probably 4-6 minutes competing). Anyway the car went well and I felt great about swapping the Elise for the MX5 and although the Mazda does not drive like an Elise it puts a bigger smile on my face and the Boss is happy.

I have since competed at Wiscombe Park and the Castle Coombe Pegasus Sprint, this was an interesting day as I competed there last year in the Elise and guess what my times for the one lap event were near identical.

I am already planning power upgrades for the little Mazda over the winter months - Let's see what happens next year.



NAVIGATING AT NIGHT

After around 4 years of entering NavScatters I finally won an event with Paul Sunshine as Navigator. The October weather was excellent (cool and dry) and the setting was relatively familiar being almost a re-run of a previous event including the most memorable route point of any scatter, the tiny roadside monument to RAFVR John Christopher Milliken hidden in a hedge near Butcombe.

Paul's navigation skills were excellent and his insistence that we plot everything before driving certainly paid off. A commendation to Ady Taylor and Dave Greenslade as the choice of roads were excellent and traffic conditions were very light as expected.

Having previously competed in my wife's new BMW 3 series Touring and a classic MG, from a driving point of view having a car which I neither needed for my family duties or had to take special care of meant I could push as hard and progress as much as I needed to take advantage of the Pauls abundantly plotted scatter points.

With so many teams entering and facing stiff competition from Andy and Scott in second place it was win to be proud of.

Mark

As organisers Ady Talyor and myself welcomed eight crews who competed under clear skies for this years Autumn NavScatter, including three new crews from Bristol University. All the crews combined visited all but two clues and enjoyed a well earned drink and shared stories afterwards at the White Hart pub in Wrington. Congratulations to Paul Sunshine and Mark Griffiths on their win (awards will be presented at our Awards Presentation in February).

Dave

| Driver | Navigator | Points | Position |
|-----------------|-----------------|--------|----------|
| Mark Griffiths | Paul Sunshine | 365 | 1 |
| Andy Laurence | Scott Boulton | 234 | 2 |
| Adam Fox | Valetiy Novikov | 183 | 3 |
| Rich Marsh | Nathan Bath | 178 | 4 |
| Elliot Mitchell | Nayeem Hussain | 168 | 5 |
| Gill Davies | Michael Fox | 166 | 6 |
| Joe Webb | Monty Cholmeley | 106 | 7 |
| Ben Daniels | Harry Felton | 66 | 8 |

ROY FEDDEN SPORTING CAR TRIAL



Winner Roland Uglow (Picture: Jeff Benstock)



Remaining pictures: Matt Nichols

DRY BUT MUDDY UNDER TYRE

As day broke in the trailer field competitors enjoyed views across the M4 and beyond. Once again the Bull was to be a hive of activity dealing with even more competitors than last year. But there were plenty of bacon baps and coffee and tea on tap to keep all happy. Paul Hemmings, the Benstock's and Mark Griffiths did a grand job marshalling the cars in the limited space. By the time the first cars left the frost had gone and the weather remained dry and not too cold for the rest of the event.

The classic early Hills provided a gentle start but the restart on Bitton Lane once again caught out a few, including some experienced drivers. The Trial then headed to Big Uplands which provided an enjoyable climb for all despite the large puddles that had to be crossed to reach it. Guy's Hill however once again began to sort out the classes. The slippery stones of the hill, caught out most on the restart although five Class 8 and eventual event winners Ray & Hannah Ferguson in their Class 7 Liege went clean.

Traver's rocky track with separate lower restarts for yellow and red once again caught out a number across the classes and caused some delay. The misnamed Ubley Wood provided the next challenges on the muddy exposed hillside. Both sections caught a number of scalps across the classes. Ubley 2, with its high restart for Class 8, catching out all but eventual Class winner Charlie Knifton and two others. The Ubley Observed Test once again required a careful approach to avoid sliding down the slope after Line B. The fastest time was Dean Partington (D.P. Wasp) 18.5 seconds.

'Malt and Salt' did well at Chew Valley as many competitors and marshals took advantage and enjoyed the fish and chips. After lunch Burledge, a long climb with a high restart for Class 8 and a much lower restart for the rest, caught out a few across the classes.

All before the trial headed into Fry's Bottom. These wooded sections proved popular and once again ran efficiently, although the sections probably need further thought and development next year. Twelve cars across the classes completed the Observed Test here, under the careful watch of Nick Rainbow and Ady Taylor, in less than 14 seconds with Charlie Knifton (VW Scorpion) being fastest on 12.4 seconds.

Next the crews went back through the outskirts of Bath to the infamous John Walker, a good blast to end the day but not to be taken too lightly as some found out. Our Chairman's sticker system at the start went well and having two on the hill thanks to experienced marshal Keith Sanders meant that there was no queue when course closing arrived. Once again the floodlights were not needed as the final cars climbed the section before the light failed.

Six of the seven classes appeared in the Top 10 and there were two clean sheets. Ray and Hannah Ferguson in their White Liege, who were 4.5 seconds faster, in the end won the Allen Trophy. Whilst Tim Nayler and Emma Facey in their BMW Z3 won the Redcliffe Cup for best Clubman.

Well done to the five Bristol Crews that entered and finished the course. Dave Greenslade and Simon Clemow in Dave's blue marlin, David Slade and Paul Bracey in their Suzuki X90's, new member, 17 year old Will Wall in the family Austin 7 and Ben Johnson in his VW Special. Ben dropping only 10 points won the Best Bristol award.

Many thanks to all of you who help to make the trial such a success. Especially the marshals, many of whom come out year after year, and some marshal on two hills and have time to watch and even have lunch at Chew Valley (Ed - Just a guess, but could that be the Benstock's by chance).

Judging by all the positive comments we have received and on social media it has been very well received and worth doing.

Carlie and Pete

| |
|---|
| Allen Trophy – Ray Ferguson (Liege SS) |
| Bob Wood Trophy – Hannah Ferguson |
| Redcliffe Cup 1st Clubman – Tim Nayler (BMW Z3) |
| Woodbury-Chillcott - Bill Bennett (MG J2) |
| Bryan Brothers Trophy - Matt Facey (BMW Compact) |
| Renwicks Trophy – Sam Holmes (VW Beetle) |
| Highland Circle – Brian Andrew (VW Beetle) |
| Poole Trophy - Charles Knifton (VW Scorpion) |
| Gilbert Best Trophy - (Best Bristol) Ben Johnson (VW Special) |

Graham Rudge

It is with sadness we recently learnt of the passing of Graham Rudge in July of this year. For those who knew him, Graham was a regular competitor at our sprints and real character in the paddock. Graham was 85. Our thoughts go out to Mike and the rest of the Rudge family, Graham will be sorely missed.





Winner Ray and Hannah Ferguson

2017 Allen Prod

(All Pictures: C



Best BMC Winner and New Member Ben Johnson



Dave Greenslade and Simon Clemow

uction Car Trial

alvin Samuel)



17yo Will Wall with Dad Mike

Tarky's Back

Tarquin Walter Algenon Tythrington - known affectionately as 'Tarky' by his family, Mr Tarky by his staff and by the sum of his initials to anyone else who met him – stands on the freezing quayside alongside Dymock, his long suffering handyman, riding mechanic and sometime chauffeur, anxiously peering through the murk of the continuous drizzle and fast-fading early-evening light as the sounds of the steam crane struggling to hoist nearly three tons of Tarky's Funghi-Clifton Silver Six car probably rival the creaking of a fully rigged 19th century wooden clipper ship rounding the Horn.

Tarky catches sight of the Silver Six through the gloom as it sways precariously some thirty feet off the ground and momentarily questions himself as to whether the loss of his favourite car should the ancient steam crane or its lifting gear fail and the car succumb to the immutable laws of physics, might not be adequately offset by the sheer joy of not having to suffer the horror of the approaching Christmas holiday in Paris with the memsahib and their two boys.

'Why do I do it...?' Tarky ruefully whispers absentmindedly to Dymock, as he remembers his grudging agreement a couple of months earlier to take his wife to the 1913 Christmas gathering of her old school friends to be held in Paris where 'Madam Fifi's Finishing School for Young Ladies' was located - and which had been successfully turning out young madams with varying degrees of notoriety, if not in academic achievement, for over half a century...

'You're a good man Mr Tarky, sir' replies Dymock chuckling inwardly to himself, knowing full well that standing up to the Spanish Inquisition would be a far preferable alternative to attempting to divert Tarky's wife from one of her devastatingly effective verbal campaigns to persuade her husband to accept her suggestions.

It would have undoubtedly been an infinitely more palatable holiday, Tarky continued to think to himself, had his wife not also insisted upon being accompanied by their sons; the younger and increasingly conniving Sebastian Horatio Ivanhoe, and his older and somewhat educationally challenged brother, Terence Wallace Ichabod, both of whom also unknowingly following in the time-honoured Tythrington family tradition of being known by anyone who met them by the summation of their initials.

Quite why the woman wanted the 'little buggers' - as he constantly referred to the boys, much to his wife's chagrin – to join them for the Christmas holiday was beyond him; surely they would undoubtedly be far happier on one of the festive season trips organised by 'Uppham', their minor league public school near Bath, as Tarky himself had always enjoyed

every Christmas as an Uppham boarder all those years before?

As the Silver Six finally disappears from view into the safety of the ship's hold, Tarky and Dymock make their way up the gangway onto the cross-channel steamship and agree to meet in the bar after Tarky has checked that his wife and the 'little buggers' are comfortably ensconced in their first-class cabins for the overnight sailing to the port of Caen, from where the French section of their journey to Paris would begin the following day.

'I've had worse years' Dymock happily muses to himself a couple of hours later in the bar, draining his glass as an agreeably mellowed Tarky generously orders yet another round of large cognacs for them both. He was certainly looking forward to investing his not inconsiderable Christmas bonus from Tarky in the purchase of some French luxuries whilst they were in Paris, for which had already secured a number of buyers and which would yield yet another very healthy profit indeed when they returned home, 'yes, not a bad year at all'

"Well Dymock, I've got tomorrow's route all sorted by those lovely chaps in the Royal Automobile Club" says a slightly squiffy Tarky as the barman brings the fresh round of cognacs to their table, continuing "I'll drive, you can read the instructions and, if we get a good run, we should be in Paris in time for a spot of late lunch at the hotel"

"Very good, sir" replies Dymock cheerfully, adding for the sake of keeping the conversation - and the Cognacs - flowing, "tell me sir, are you a French speaker?"

"The memsahib certainly can" says Tarky, furthering "you only have to see how the French staff on this ship respond to whatever it is she's saying to realise she attended a famous French finishing school", a fact which would not be argued by anyone who met her former classmates, truth be told...

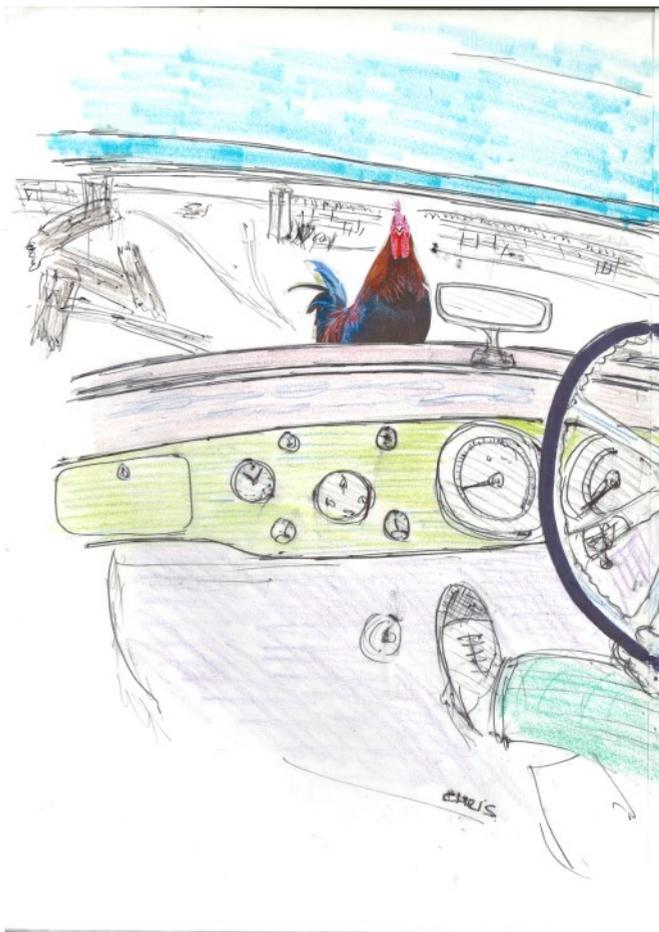
Returning to the original question, Tarky continues "of course old chap, not much point in my learning French, I was always going to be running the family tea plantation in India and anybody worth conversing with speaks English", boisterously adding "I mean, you want me to speak your language? Win more wars!", which comment to Dymock was as much a damning insight of the history lessons and attitudes provided by the Tythrington family's choice of educational establishment, as much as it was about the whole arrogant notion of empire. 'At least the Cognacs are agreeable' Dymock thinks to himself, even if he couldn't bring himself to agree with his employer's ideas of natural-born superiority.

And the rapidly emptying bottle of Crème De Menthe procured earlier in the evening by the devious younger Tythrington from the night porter "for my mother" was certainly as agreeable to the 'little buggers' as their fathers' attempt to reduce the ship's stock of Cognac

was to Tarky...

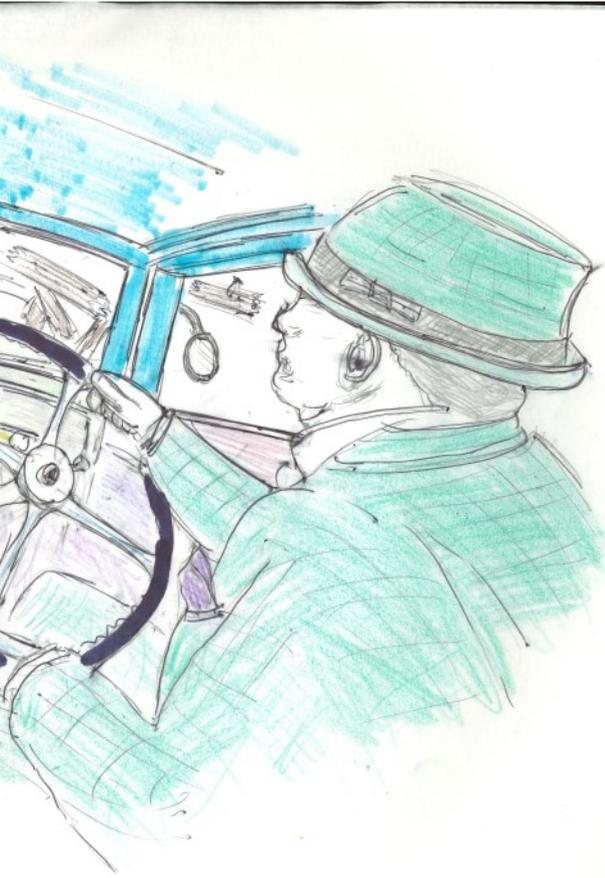
The following morning at breakfast in the ship's dining room - with Tarky demonstrating his usual, and somewhat astonishing, capacity to consume any and all food placed within arm's length, his wife enjoying enough attention from the waiting staff to shame a visit by royalty, and the 'little buggers' being surprisingly subdued for a pleasant change – Dymock joins the group after returning from his trip to the ship's hold to check upon the Silver Six, load the luggage and to suitably 'recompense' the crew for their agreement in ensuring Tarky's car would be the first to be unloaded.

“Good morning Mr Tarky, all sorted sir” says Dymock, at the same time humbly acknowledging Tarky's wife with a deferential nod of his head in her direction whilst simultaneously wilfully ignoring the 'little buggers' and frowning at the assembled French serving staff who immediately find other tasks to attend to. “Good man, Dymock” replies Tarky, and looking at the dull overcast day beyond the window “should be a good day for it”. “Indeed, sir” replies Dymock, recalling that dreadful trip the previous year to spend Christmas with Tarky's sister in law and her husband at 'Buglands', and to which Tarky's similar observation of the prevailing weather had turned out to be a nightmare snowstorm.



Docking and unloading completed in good order and with Tarky's wife's insistence on being the first of the group at passport control considerably easing their entry to France (Tarky could only make out the occasional word or two spoken by his wife, but the obvious regular mentioning of her finishing school by both sides obviously lightening the indifferent, if not downright surly, initial mood of the French passport and customs officials) had Tarky thinking that perhaps her finishing school might have been better than he gave credit for...

With Tarky and Dymock sat up front, and Tarky's wife and the 'little buggers' settled comfortable in the rear passenger compartment, the Silver Six makes good progress in the freezing, dank conditions on the excellent French roads, with the straight six pulling strongly and smoothly like a locomotive engine (which indeed it was, as the car's creator had purchased a number of surplus petrol engines destined for an narrow gauge industrial railway from the Great Western Railway Company where he had learned his trade building train carriages) and Tarky requiring worryingly regular reminders from a slightly nervous Dymock -



and from a number of terrified local motorists - that he might wish to drive on the same side of the road as the French do.

After a couple of hours, and with the 'little buggers' now constantly sniping at each other as their throbbing hangovers cruelly remind them of their previous night's indulgence, Tarky finally runs out of patience with the boys after a particularly vociferous exchange and immediately looks around to admonish them, "I've had just about enough of you two little..." Tarky is interrupted in mid-sentence by Dymock who has seen the ice sparkling on the road as they reach the approaching bend and who has shouted a warning to his employer who is currently looking in the opposite direction!

Tarky returns to looking ahead just as the Silver Six loses traction on the skating rink of a road surface, immediately spinning around in a heartbeat and flying off the road backwards in a flurry of mud and

stones ricocheting off the wheels in all directions and bouncing through a fortunately open gateway and into a farmyard.

With his wife and the two boys creating a range of noises from screaming to whimpering, Tarky feels the car slowing rapidly and, just as he begins to think they might have got away with it, is thrown against the seat back as the car comes to a sudden halt with a very loud bang as it demolishes an ancient chicken shed.

To Tarky, the shock of the crash is only compounded by the Silver Six being enveloped in a storm of wood splinters and chicken poop and a second loud thump announcing the sudden arrival on the bonnet of a very startled chicken and who is staring at Tarky, presumably in disbelief.

“Dear Lord, that was lu...” Tarky begins to say, just as the elder Tythrington son’s stomach decides at that precise moment that enough is enough and he proceeds to projection vomit his breakfast and half a bottle of Crème De Menthe, leaving no one in the rear passenger compartment un-splattered and a suspiciously minty aroma adding to the appalling liquid carnage.

Meanwhile the farmer, who has heard the commotion and is now walking from his barn with the pitchfork he has been using in the hayloft, turns the corner and stops as he is faced with the extraordinary spectacle of a very large car parked where his chicken shed used to be and his precious hens scattered around the farmyard, not to mention the sight of a very large man shouting loudly in a language he doesn’t understand at two young lads who are stood alongside the car and who are both doubled up and issuing forth with a surprising volume of vomit!

Having returned to his senses and still not quite believing what’s happened, the farmer walks toward the group repeating the local French slang for ‘bloody idiot’ - “quel beauf, quel beauf”.

Tarky turns around to see the farmer walking swiftly towards them and who is brandishing a pitchfork and apparently calling him an oaf. “Call me an oaf, bloody peasant” says Tarky, swiftly pulling his trusty Webley 38 from his overcoat pocket and bringing the perceived frontal assault by the French to a swift halt as he points it in the general direction of the by now, very confused and somewhat perplexed farmer.

“Best leave this to me, darling” says Tarky’s wife as she alights from the Silver Six and, smiling sweetly at the fuming farmer, proceeds to defuse the situation with an obvious charm and the waving of an even more obvious large wad of banknotes ‘donated’ by Tarky as a gesture of goodwill for the replacement of the chicken shed, and which would probably pay for a replacement barn as well.

After spending an hour at the farm cleaning up and changing their clothes at the behest of the farmer, who wasn’t one to bear a grudge when all his Christmas’ came early, Dymock checks the Silver Six, which has miraculously escaped the whole escapade without so much as a scratch, and they continue on their journey with Dymock now in command of the driving duties and Tarky’s wife alongside him reading the route instructions after her insistence that her fluency in French would be very useful, and her banishment of a very

chastened Tarky to the still slightly minty rear passenger compartment to share the remainder of the journey with the 'little buggers', who are at least mercifully silent as they sleep off their hangovers.

Eventually arriving in Paris after a thankfully uneventful continuation of their journey, they pull up at their hotel to be greeted enthusiastically by a giggling group of the most over-dressed, overly-made up and obviously well-heeled women Tarky has ever seen. "Hope you've had a good journey, darling" says one of the ladies to Tarky's wife, who responds with scowling ferociously at Tarky and introducing her sons to the assembled gaggle of her old school compatriots.

"Sounds like another bloody hen house, Dymock" say Tarky sarcastically as the girls continue to all talk and giggle at the same time. "Yes Mr Tarky, Sir" replies Dymock as he mulls over the Christmas party invitations whispered to him by a number of Tarky's wife's friends as he unloads the luggage from the boot of the Silver Six. "Happy Christmas sir" adds Dymock and, looking at the assembled group

"Happy Christmas, everyone"

Chris Dymock

FOR SALE - But Don't Tell The Wife

Fred Abernathy is thinking about selling his Suffolk Engineering Jaguar SS100 to instead get a C-Type replica . As Fred says, At 71 years of age, he needs a quicker and noisier car (Triple Webbers, Side Exhaust) to keep the old ticker going.

The SS100 (Pictured Below) was most recently on display at the NEC Classic Car Show. If you're interested then please get in touch (discreetly) with the Editor.





Carl Leonard (SuperCar Saturday)

Surely there is no better value 'sideways fun' car than the MX5 (Pictures: Mark Tooth)



Andy Laurence (SuperCar Saturday)

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"/> | £ 1.50 |
| DEDUCT BMC Reward Points, value £1 each | | £ |
| NET TOTAL Cash, or cheque PAYABLE TO BRISTOL MOTOR CLUB | | £ |
| 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). |
|--------------|---------------|-------------------|

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.

If you encounter any problems with the online process or have any questions please email webmaster@bristolmc.org.uk.



Graeme Palmer in action at SuperCar Saturday

It's not too late to join the BMC Committee in 2018

We are still recruiting 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 a General Meeting) you will be helping to shape the future of the club so that it continues to survive and thrive.

(Commitment involves 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 (M) 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.

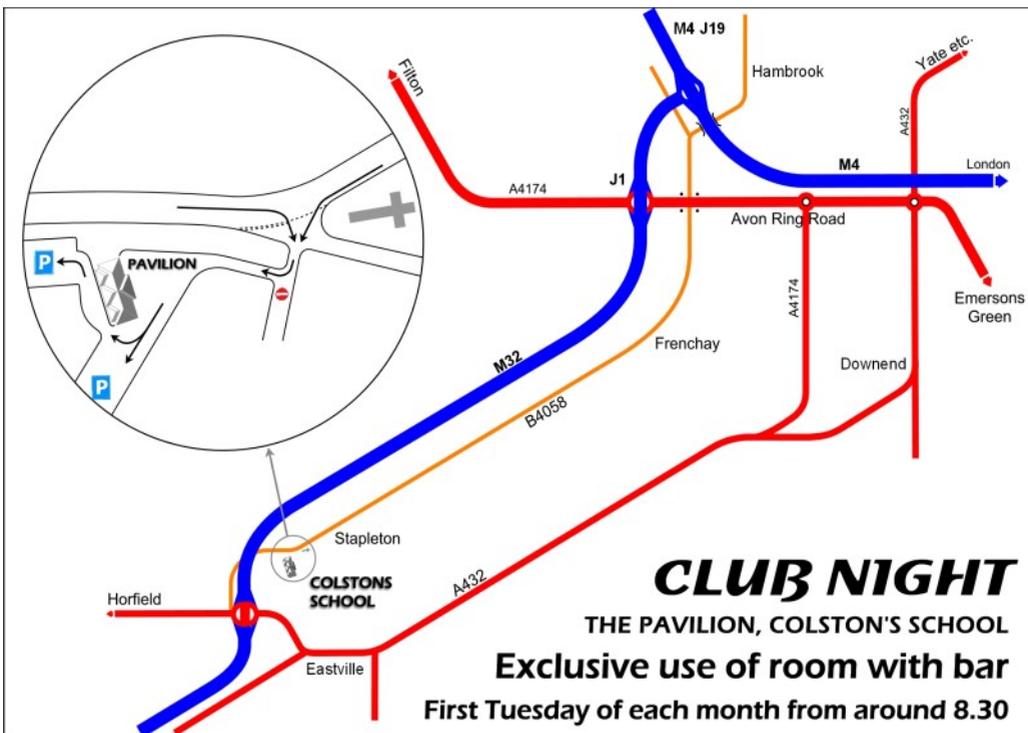
Spaces available from mid June, with club member discount of £5 per month for 2017.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

2018 Provisional Calendar

| Date | Event |
|------------------------|---------------------------------|
| Tuesday 2nd January | Club Night |
| Tuesday 6th February | Awards Night |
| Date (TBC) in February | Winter NavScatter |
| Tuesday 6th March | Club Night |
| Saturday 24th March | Great Western Sprint |
| Tuesday 3rd April | Club Night |
| Tuesday 1st May | General Meeting |
| Saturday 12th May | Llandow Sprint |
| Saturday 26th May | AutoSOLO |
| Tuesday 5th June | Club Night |
| Tuesday 3rd July | Club Night |
| Saturday 28th July | Dick Mayo Sprint |
| Sunday 29th July | Family Sports Car Day |
| Saturday 4th August | South Glos Show |
| Sunday 5th August | South Glos Show |
| Tuesday 7th August | Club Night |
| Monday 27th August | Wessex Sprint |
| Saturday 1st September | Wiscombe |
| Sunday 2nd September | Wiscombe |
| Tuesday 4th September | Club Night |
| Sunday 9th September | AutoSOLO |
| Friday 21st September | Llandow Trackday |
| Tuesday 2nd October | Club Night |
| Friday 19th October | Autumn NavScatter |
| Saturday 27th October | SuperCar Saturday |
| Tuesday 6th November | Quiz Night |
| Sunday 11th November | Roy Fedden Sport Car Trial |
| Sunday 25th November | Allen Production Car Trial |
| Tuesday 4th December | General Meeting and Xmas Buffet |



OFFICERS & COMMITTEE MEMBERS' EMAIL

| | |
|-----------------|--|
| Pete Hart | peter.j.hart@btinternet.com |
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