

Driving Mirror



I would have been
2017

Vincenzo & Sons
Bristol MX5 Challenge
Champion
if it wasn't
for that pesky cone!

It really was that close

Jan - Feb 2018

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(Cover shot: Julia Nichols)



www.bristolmc.org.uk

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**The next Driving Mirror deadline is
Friday 6th April 2018.**

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

Matt@classiccarsdriven.com

Chairman's Chat



Sorry, sorry sorry. It's the Allen 'Classic' Trial and not the Allen 'Production Car' Trial, which apparently implies a completely different discipline. There you go, just thought I'd better put that out there, now let's move onto other things, like our Awards Presentation for instance.

It is true all our events can cause stress at times, particularly in the final few weeks leading up to the day itself. And whilst an Awards Presentation may not be the Great Western Sprint, it can still test us. The first challenge being getting the awards back.

This process begins just before Xmas and continues relentlessly until each have been reunited with the good mothership BMC. They're like our children returning home for a clean before going back out to their new winners. Now if you're lucky enough to have earned one of our cups and want to do Dave Greenslade a big favour in 2019, make sure you give your cup a polish before its return. Oh, and that's not a euphemism.

As cups get safely returned, the glassware is ordered and engraved. This year a drama unfolded and of course when time was getting tight, as the latter hadn't been completed. We got da glass, but noooo engraving. Great, who needs that in their life. More unwelcome running around.

In parallel Mr D and myself had left it late to film 'Alas Chris and Matt'. And that was immediately following producing the 2017 Medley of in-car clips. I think for 10 days

before the event itself what little Mrs N did see of me, I was hidden behind the open lid of a laptop (steady). Still Chris had expanded the script and all the 1950s clips were ready to go, all we had to do was shoot the face to face dialogue.

A linen sheet pinned to a door frame provided the backdrop when finally on Saturday 3rd February we sat down (literally) to film. Now usually for these vids we adlib, but as Chris keeps asking (whinging) about having an actual script, this year I decided to write one. This worked for him, he arrived with all his lines learnt, including the additional content. Me? Well even though I wrote most of it, it completely went out my head and I felt uncomfortable having to remember it.

We got there in the end but not before the camera filmed one time we thought we had it nailed as a series of still shots. I didn't even know it could do that. And, just to add further drama, our two cats decided to have a massive fight in the same room. CUT. I bet the BBC don't get that mid recording. The music was an after-thought and didn't get added until the Monday. Cutting it fine or what, the Medley had been a joy by comparison.

I was going to keep the engine noise in but for some clips that simply wasn't going to work. That meant by default all the in-car stuff had to be silenced and so setting the whole thing to music was the next obvious move. It was strange as well because the only

track that kept coming into my head was New Order's Blue Monday. And I'm not especially a New Order fan. Or should I say wasn't, I am now, I love that track.

What was great was seeing some of the clips our members had shared. Mike Smith's in-car trial footage was simply awesome, as were his and Trevor McMaster's Hillclimb and Sprint highlights, Trevor's from current MR2 and earlier TVR days. I also liked watching Claire tip the family Elise into Quarry and Tower corners at Combe. You saw the latter in the final edit and if you watch closely the rear breaks away slightly and Claire corrects it nicely. What you didn't see at Quarry is that she gets on the power early and immediately opens the steering letting the car drift out on corner exit. Good stuff.

Rob Thompson's approach was far more gun-hoe. Simply throw the Clio in and hang on as the front decides how much track width it needs. Plenty most of the time as it turns out. James Hurford we now know lost the MX5 Championship by a cone and you could see exactly how close he and eventual winner Andrew O'Malley were in their split clip from Llandow. Just like the championship, Andrew edging it.

Gutting though is Mr G in the Clemow Force

PT. The clip you see was indeed that fateful run. Now obviously I wasn't going to include the finale, but what I can say is there are no clues, just a tiny clicking noise in the background going into the final chicane, that's it, nothing he did wrong as far as I can see. Overall, I was pleased with the result and thought Mitch's sequence at the start was superb.

This was somewhat of a relief as our Awards Presentation proved popular, the room was packed, all that hard work and effort proving worthwhile. The awards look magnificent, the atmosphere party like and banter top form. Thanks to everyone who rocked up, but especially Dave Greenslade, Paul Sunshine, Gill Hemmings, Chris Dymock, Mark Benstock, Allen Harris and Mrs N for their contributions both beforehand and on the night. I really enjoyed it, I hope you did too.

In the magazine this month you'll find photos from the Awards Presentation, details of both the CMSG and ASWMC AutoSOLO championships, a continuation of Mike Smith's Trials story, and Chris D's old car film reviews. Well he is old, well you know, likes old things.

Matt



MIKE SMITH - EXETER TRIAL

This year's motorsport programme started straight after the new years celebrations finished. Friday 5th January Paul and I found ourselves at the Harebush services just outside Cirencester. Our start time was 10.20pm and the weather although very cold was much improved on the driving rain of 2017.

The route card indicated that what we faced was much the same as last year although we noted a repeat of the same errors in last years instructions. In 2017 we had approached a turn near Trowbridge and knew it was clearly an error and pulled past a line of cars following the book. They all got to the halt at Haynes Museum much later than we did having visited Trowbridge town centre. The error was pointed out to The C of C and sure enough in the News of the Week an amendment was published..

The journey to Sparkford was quick and easily covered. We were an hour early on our due time and also had a one hour compulsory rest. We had two hours to waste which is not easy in the middle of the night. Last year we ate in the café and discovered to our cost that pasty and chips do not sit well at 4am when attempting a steep climb and having to 'bounce'.

The first two hills were straightforward and we left for Normans Hump and Clinton very near to the Wiscombe Hillclimb course. We cleared Normans and made the restart on Clinton but failed the hill by stopping about two metres from the top. So near yet so far and very very annoying.

Apart from a puncture on the road and a long delay for the other MR2 who lost his transmission the trip to breakfast was uneventful. Further knowledge gained from last years' experience was to have a smaller (sensible) breakfast. This left us with time to try and fix our tyre problem. The puncture had taken the tube by nipping it at the rim so if we could break the bead then we could replace it with the spare tube we were carrying.

During the halt Paul invented a new technique for bead breaking. The car was jacked up using the punctured wheel as a spacer with the jack on the tyre bead. With two large tyre levers it reluctantly gave way and we were able to start on time with our full complement of spare wheels.

Kingshill 1 and 2 were mud baths and so we went on to scene of last year's navigation failure at Tillerton Steep. The new engine demonstrated its ability pulling us through the Class 8 restart without faltering and on up the hill. To say we were pleased would be an understatement.

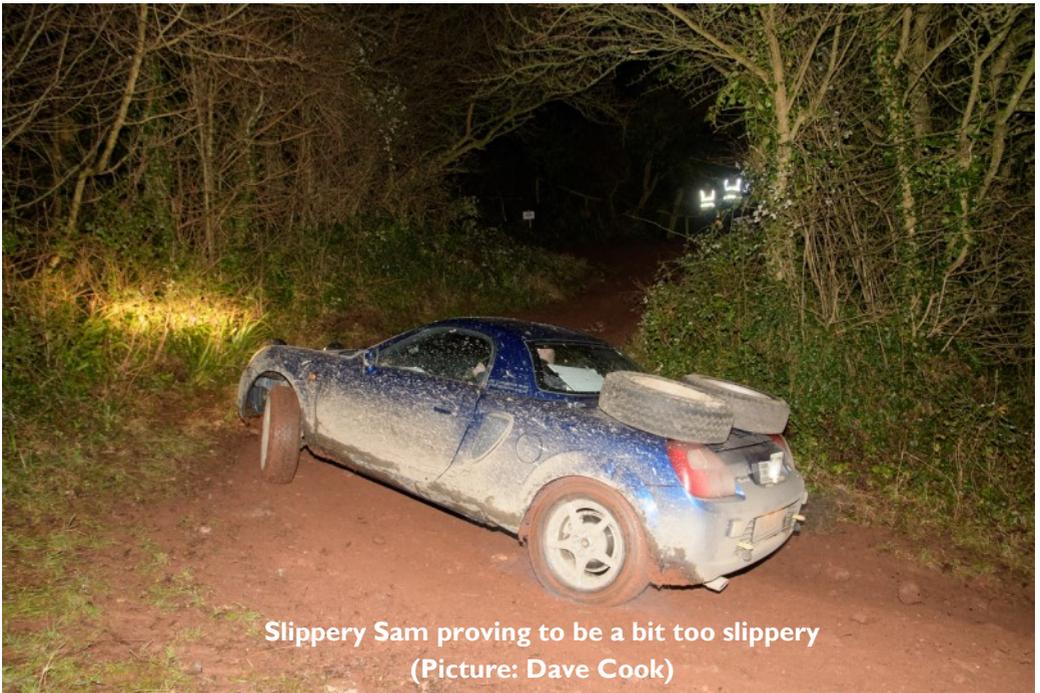
Fingle Hill dare I say was almost a formality and we found our way to Woosten Steep which we had failed last time. This was the scene of last year's tragic events so we approached it with some trepidation. We cleared this as the hill had been adapted the make it the same for all competitors. Please note I did not say easier!!!

We now had the run to Simms and the compulsory coffee break with refreshments provided by the Islington W. I. They took a magnificent £1400 for their efforts and this will go towards projects in the village. What a magnificent model for motorsport – working in conjunction with local communities for the benefit of all.

Simms was lined with spectators six deep and it was clear from the crowd noise who had done well or badly. Sadly, our efforts did not trouble the noise meter so off we go to the holding control before Tiple. This was where we retired last year so from this point on-



Failure at Simms (Picture: Peter Browne)



**Slippery Sam proving to be a bit too slippery
(Picture: Dave Cook)**

wards everything was new to us and boy did it show.

We could have cleared Tiptley had we been a little more aggressive but that is with the benefit of hindsight. This was our third fail so hopes of a medal were out of the window.

Newton Abbott and Teignmouth were like the Somme in terms of traffic. We joined the queue behind a locally based competitor who was frustrated by the delay and beckoned us to follow him which we did. We got to Slippery Sam on the outskirts of Torquay just as darkness fell. On one of the corners following the restart the rear end broke traction and fell off the hill causing our failure. Annoying as we worked out that a little more speed before the corner we could have got through.

In the cold light of day our performance at the end of the trial was limited by our lack of experience and the effects of sheer tiredness. We got to the hotel in Torquay without further drama and enjoyed the pint of beer like John Mills in 'Ice Cold in Alex'.

Shower and shaving made us feel slightly more human but we both wondered how we would find the effort to enjoy the club supper at the Conference Centre over the road starting at

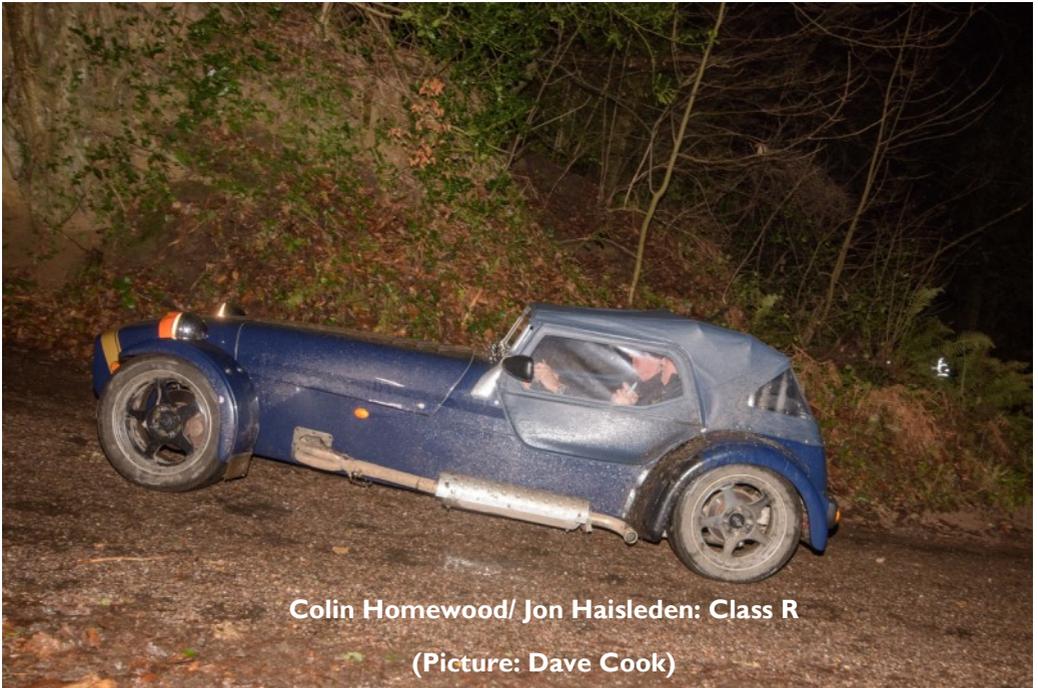
7.30pm that evening.

Dangerously we had a couple more pints and spent the evening swapping tales with a group of Westfield owners who had competed in the new Class R on all tarmac smooth roads. They would not have believed what we had been through but nevertheless it is good to have options to include all in the rigours of the trial. They refused my challenge to take them on in the Striker at the WSCC event at Blyton this July.

We hit the sack at 10.30pm and slept the sleep of the dead. Out on the road home by 8am, with Sunday breakfast on the move, was to get us home quickly. As always, the MR2 had to have the last say and the sting in its tail was a puncture on the A303. With trained men on the job I think we were delayed by nearly 5 minutes. Put it this way we overtook other competitors who passed us while stationary before pulling off for home.

A much more satisfactory performance than last year with some of our tyre problems resolved but others rearing their ugly head. None of this spoiled our enjoyment of the event just leaving more unsolved business for next year but that's motorsport.

Mike



Colin Homewood/ Jon Haisleden: Class R

(Picture: Dave Cook)

KEN BUCKLE 1923 - 2018

As some of you may have heard or read in our Chairman's recent e mail, long time club member and stalwart Ken Buckle passed away on 18th January 2018.

I first met Ken in the late 1980's when I took over from John Hayes as Clerk of the Course of the Allen Trial. Ken was event secretary. At that point in time, Ken had already been a club member for many decades having joined in 1959, and held a number of senior positions on the committee. He particularly enjoyed Dyrham hillclimb and there was always a framed picture of him competing there in his TR2 on his study desk.

Ken was a talented engineer, with a love of all things mechanical, particularly aircraft and cars. He joined BAC in 1939 as an apprentice. Being a reserved occupation this meant Ken was spared national service, but he did man the anti-aircraft guns in the evenings during the war. Although neither of them knew it that provided the first meeting with his future wife, Gwyneth, a school girl at the time.

After the war Ken continued to work in the aircraft industry before joining W.D. & H.O. Wills Tobacco as an engineer in the late 1950's. This took him to some far flung corners of the globe, unfortunately to the detriment of his health, something Ken always suffered with to some extent.

I visited Ken a number of times after he succumbed to dementia, both at his home and latterly in his care home. Because of his condition, we always talked about the 'old days', with Ken recounting many amusing stories, most of which I had heard many times, but never tired of. Tales of post war (and pre-drink driving!) club nights and occasions when certain members would 'race' home after a few pints, Ken in his TVR and, amongst others, John Chatham in (what else) a big Healey.

And it is Ken's TVR that most will remember him for, a 1964 car purchased when it was a couple of years old. I am not a TVR expert, but a bit of internet searching reveals it may have been an 1800S fitted with an MGB engine. Not for long however! With Ken being Ken, the MG lump was swapped for a 2.5 litre V8 from the Daimler Dart. As well as providing a hefty power boost, it sounded absolutely gorgeous. The highlight of a day's marshalling at Colerne was always watching and listening to Ken 'trying out' the course in his role of

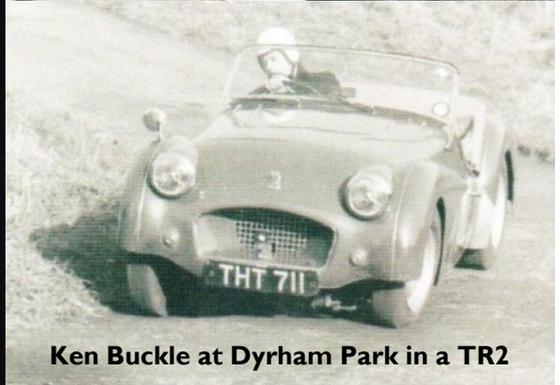
Club Steward. Similarly at Castle Combe, seeing it being driven around the circuit to Old Paddock, where Ken (in latter years) was a Judge of Fact – prior to that Ken was a start line Judge at Combe for many years.

Working with Ken on the Allen was a pleasure. He was so efficient and considered in everything he did, a trait which extended to all Ken was involved in. When Ken retired from his secretarial role in 1993, I stepped down as CoC and entered the 1994 Allen with Ken as navigator/bouncer. After that, Ken, along with John Hayes, would always try out the Allen route every year in John's car of choice at the time, usually with some incident or drama.

One final memory. I was unsure whether to mention this, but as the Vicar said similar things at Ken's funeral it must have God's blessing! It is the 'Buckle Challenge'. This involves exiting the top of Tog Hill (A420) at over 100mph. Every year when we are setting up for the Allen Trial at Tog Hill and a car passes giving it the beans, the Buckle Challenge comes into the conversation. Obviously don't try it.

Ken will be much missed by all those who knew him. BMC owes a massive debt of gratitude to him. Our thoughts are with Gwyneth, his daughters Lynn and Julie and their respective families.

Mark Tooth



Ken Buckle at Dyrham Park in a TR2

COTSWOLD GROUP

It is apparent that many Clubs that belong to the Group maybe do not fully understand the structure of the Group and therefore do not reap as many of the benefits from the Group as they could for their members. Hopefully, this article will assist member Clubs and their membership to enhance their access to Club Motor Sport. It would be appreciated if you would pass the contents of this to your Club members.

Cotswold Motor Sport Group (CMSG)

Twenty six clubs belong to the CMSG, each paying an annual subscription to do so. CMSG is an officially recognised Group within the structure of the MSA, and as such pays the standard fee to the MSA for this. One of the CMSG rules is that each member Club must be a member of the AWMMC. Individuals may not be members of the Group, only Clubs may belong.

Cotswold Motor Sport Group Competitors Club (MSGCC)

This is a motor club in the same sense that your own Club is, and it pays its affiliation fees to the MSA (and AWMMC) in the same way. However, the MSGCC Rules restrict membership of the MSGCC to only allow full members of the twenty six CMSG Clubs to join it. There is no fee to join, but the application forms have to be completed.

Cotswold Championships

These are organised by MSGCC, not the Group. There are four championships in Stage Rally, Road Sport, Car Trial and AutoSolo disciplines, and anybody wishing to compete in one or more of these championships needs to join the MSGCC and pay the appropriate championship registration fee(s).

Because of the MSA's regulations about championships and clubs, the Road Sport events are all organised by the MSGCC, though, as in the structure of your own Club, these are delegated to experienced club members. Further information can be found at www.cmsg.co.uk or from one of the officers as listed on the website.

CMMSG AutoSOLO Championship Rounds:

Club:	Date:	Venue:
Devizes	25/02/2018	Kemble
Ross & DMSL	18/03/2018	Mitcheldean
Bath MC	08/04/2018	Kemble
Oxford MC	22/04/2018	Finmere
Sixty & Worcester	13/05/2018	Cheltenham
Bristol MC	26/05/2018	Westonzoyland
Dolphin MC	09/06/2018	Abingdon
Bath MC	05/08/2018	Kemble
Bristol MC	09/09/2018	Westonzoyland
Ross & DMSL	16/09/2018	Mitcheldean
Oxford MC	07/10/2018	Finmere
Sixty & Worcester	14/10/2018	Cheltenham

Dave Cooper



Pictures: Mark Tooth

2017 AWARDS PRESENTATION

EVENT	POSITION	NAME	CLUB AWARD
Great Western Sprint 2017	Best BMC Performance	Stephen Moore	Castle Combe Plate
Llandow Sprint 2017	Best BMC Performance	Mark Tozer	Horace Gould Trophy
Summer Autosolo 2017	Best BMC Performance	Grahame Palmer	Cruickshank Bowl
Dick Mayo Sprint 2017	Best BMC Performance	Andrew O'Malley	Two Litre Cup
5 Club Wiscombe Hillclimb 2017	Best BMC Performance	Dave Greenslade	Joe Fry Trophy
Pegasus Sprint 2017	Best BMC Performance	Luke Trotman	Catherine Hicks Trophy
	"King of Combe" 2017	Peter O'Connor	Watkins Nash Trophy
Autumn Nav Scatter 2017	2nd Place	Andy Laurence	
Autumn Nav Scatter 2017	2nd Place	Scott Boulton	
Autumn Nav Scatter 2017	1st Place	Paul Sunshine	
Autumn Nav Scatter 2017	1st Place	Mark Griffiths	
Allen Trial 2017	1st in class 2	Bill Bennett	Woodbury Chillcott
Allen Trial 2017	1st in class 3	Matt Facey	Bryan Bros Cup
Allen Trial 2017	1st in class 4	Sam Holmes	Renwicks Cup
Allen Trial 2017	3rd in class 5	David Haizelden	
Allen Trial 2017	2nd in class 5	Nick Deacon	
Allen Trial 2017	2nd in class 6	Ed Wells	
Allen Trial 2017	1st in class 6	Brian Andrew	Highland Circle Cup
Allen Trial 2017	3rd in class 7	Trevor Wood	
Allen Trial 2017	2nd in class 7	Dudley Sterry	
Allen Trial 2017	3rd in class 8	Paul Merson	
Allen Trial 2017	2nd in class 8	Neal Vile	
Allen Trial 2017	1st in Class 8	Charles Knifton	
Allen Trial 2017	Best BMC Performance	Ben Johnson	Gilbert Best Trophy
Allen Trial 2017	Best Clubman	Tim Naylor	Redcliffe Cup
Allen Trial 2017	Best Navigator	Hannah Ferguson	Bob Wood Trophy
Allen Trial 2017	1st Overall	Ray Ferguson	Allen Trophy
Best Journalism Award 2017		Mike Smith	Barton Motors Trophy
Bristol Clio Championship 2017	1st Place	Peter O'Connor	Sportsmans Cup
MX-5 Championship 2017	1st Place	Andrew O'Malley	Hayward Challenge Cup
Speed Championship 2017	3rd Place	Simon Clemow	
Speed Championship 2017	2nd Place	Dave Greenslade	
Speed Championship 2017	1st Place	Rob Thomson	Simon Hemmings Memorial Trophy
All Rounders Championship 2017	3rd Place	Mark Benstock	
All Rounders Championship 2017	2nd Place	Dave Greenslade	2000cc Cup
All Rounders Championship 2017	1st Place	Ady Taylor	Chappell Cup
Marshal of the Year 2017		Mark Benstock	James Trophy
Clubman of the Year 2017		Alan Want	Wynns Shield
Lifetime Achievement Award		Paul Parker	



Luke Trotman



Andrew O'Malley



Mike Smith



Simon Clemow



Paul Parker



Alan Want



All Pictures: Julia Nichols





Mark Benstock



Stephen Moore



James Hurford



All Pictures



Peter O'Connor



Paul Sunshine a



Dave Greenslade



Andy Laurence



: Julia Nichols



Rob Thompson



and Mark Griffiths



Graeme Palmer

ASWMC AUTOSOLO CHAMPIONSHIP

The ASWMC Autosolo Championship includes a wide range of events covering the whole ASWMC Geography, from Cornwall to Berkshire/Oxfordshire. Perfect for Bristol MC Members.

The Championship Winner can come from anywhere in the Region. The Championship has 14 events in the Championship, 9 to count. There are 7 events to the West of the Region and 7 in the East, giving everyone the opportunity to gain Championship points.

You can build your points tally in the area which suits you, then look to events further afield if you feel like it. 7 scores may be enough to win the Championship!

The Championship is class based, enabling a wide range of cars to be competitive. Cars must be fully road legal and driven to events. The minimum age is 16.

If you'd like to do more events in the ASWMC Region, there are many other Championships, including the Allrounders Championship and Under 21 Championship.

Just Register for the Championship(s) on the ASWMC web site <http://www.aswmc.org.uk/aswmc-championships/autosolo/> and ensure that you have at least an MSA Clubman Competition Licence, then you're set to go.

Enter individual events early as it looks like they're filling quickly this year – the Devizes event was full 6 weeks before the event itself!

Events are spread throughout the year and avoid conflicts with other events where possible, just in case your life isn't dedicated to Autosolos.

The ASWMC also intends to send strong teams to the Inter Association Autosolo (date and location to be confirmed) so come and show us what you can do on events and become part of the team.

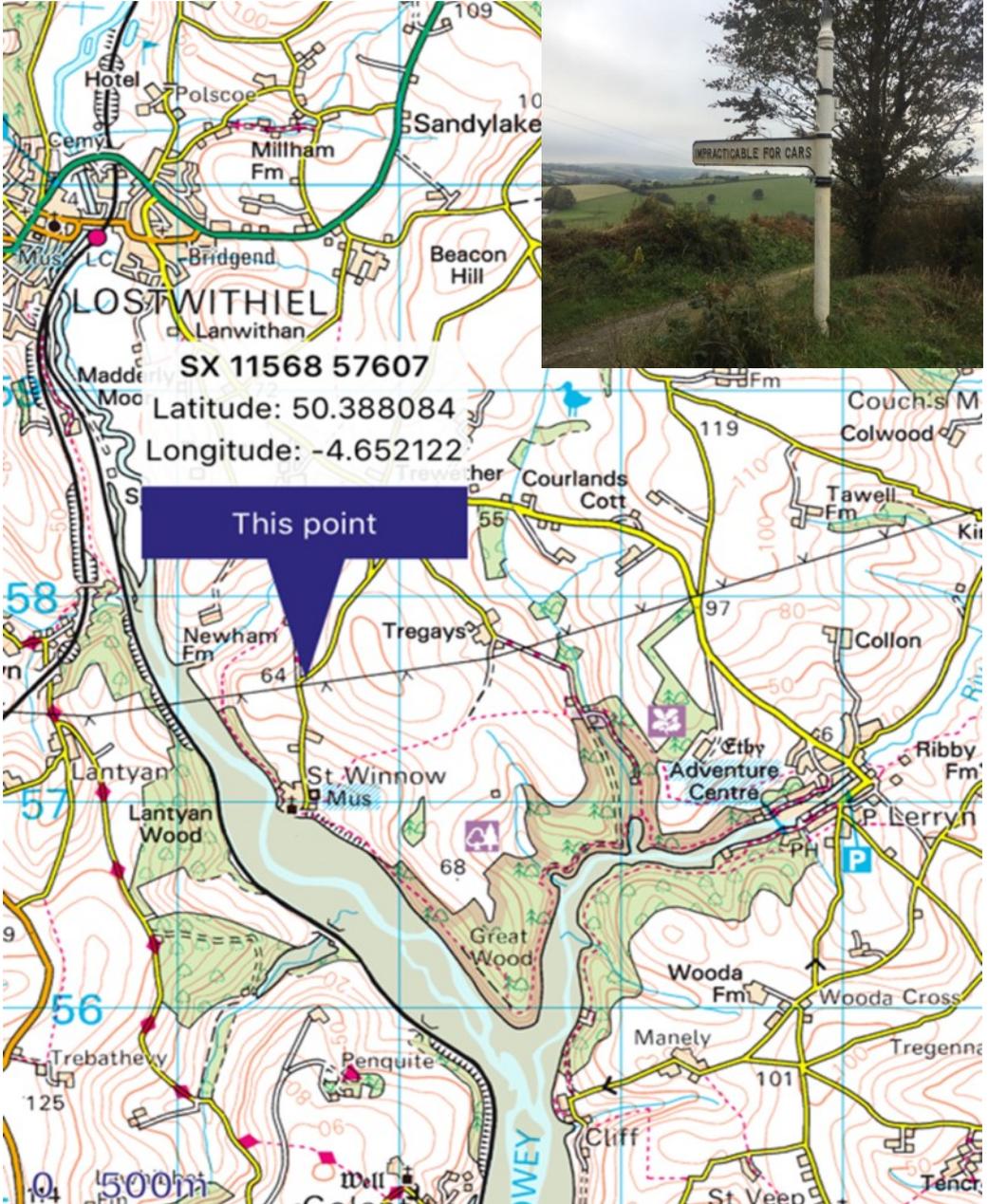


Club:	Date:	Event Name:	Venue:
South Hams MC	13/01/18	South Hams Solo	Smeatharpe
Devizes and District MC	25/02/18	Charity Autosolo	Kemble
Camel Vale MC	25/03/18	March Autosolo	Perranporth
Truro & District MC	02/04/18		Cornwall College, Camborne
Bath MC	08/04/18	Autosolo	Kemble Airfield
Oxford MC	22/04/18	Bocardo Autotest & PCA	Finmere, Oxon.
Truro & District MC	13/05/18		Cornwall College, Camborne
Bristol MC	26/05/18	Westonzoyland Autosolo	Westonzoyland
Camel Vale MC	03/06/18	June Autosolo	Perranporth
Bath MC	05/08/18	Autosolo	Kemble Airfield
Camel Vale MC	27/08/18	August Autosolo	Perranporth
Bristol MC	09/09/18	Westonzoyland Autosolo	Westonzoyland
Oxford MC	07/10/18	Boanerges Autotest & PCA	Finmere, Oxon.
Camel Vale MC	21/10/18	October Autosolo	Perranporth

Alan Wakeman

IMPRACTICABLE FOR CARS

Remember this:



The broken arm with L and L points to Lostwithiel and Lerryn. The broken arm with nothing on it points to St. Winnow. A beautiful part of Cornwall should you be down that way and fancy a change from surfing. Great pub in Lerryn, The Ship Inn.

I also had a brilliant evening when he meet Paddy Hopkirk, when Paddy was talking about ... well ... Paddy Hopkirk, rallying, BMW and rallying. At 83 he is employed by BMW on the new (2011 on, I think) rallying mini, he tours the UK giving talks and can hold a roomful of people in the palm of his hand. Inspirational indeed.

For younger members he is the winner of the 1964 Monte Carlo Rally, starting from Minsk, at the height of the cold war. A huge number of other victories, worth looking up on Google.

John Bingham



Drive-By

Oh God no, isn't there anything else on, darling?

Oh joy, another Christmas holiday and another round of the time-honoured festive sport of debating/negotiating/grovelling over what will be the favoured Christmas-schedule film for that particular evening's entertainment...

Our most recent Christmas break already feels like it was infinitely longer than just a few weeks ago but, fortunately, I managed to blag some uninterrupted late-night viewings of a couple of my all-time favourite car-themed films.

As I'm really stuck for time at the moment through one thing and another, I thought I might share my previously written reviews of 'Ronin' and 'Senna' with you (which I wrote for BMC Chairman, Matt Nichols' 'Classic Cars Driven' website) and maybe help explain quite why I enjoy these particular films so much.

If you like car chases and action-thriller movies, then Director John Frankenheimer's 'Ronin' must surely rank as one of the best films of the genre.

Ronin takes its title from the name given to ancient Japanese Samurai whose Lord and Master had been killed and, now without honour, subsequently became freelance warriors or bandits.

The film is set in present day France (well, 1998 when the film was made) and follows a disparate group of ex-intelligence services operatives (hence 'Ronin') recruited by the IRA to obtain a mysterious case by any means, and in which several other interested parties are more than keen to obtain.

With actors Robert DeNiro, Jean Reno, Stellan Skarsgard and Sean Bean among others playing the modern day Ronin, the beautiful Natascha McElhone as Deidre, their IRA contact, and Jonathan Pryce doing a grand job as Shamus, a rogue IRA cell leader on the run, you just know this is a quality production that is going to deliver in spades.

The characterisation is strong and you quickly realise that nothing is going to be as

straightforward as a simple robbery as the very well written plot develops to involve numerous twists and turns, the Russian and French Mafia, and the changing dynamic of the group as certain of the characters backgrounds are intimated or, in the case of Sean Bean's character, ultimately exposed.

What really sets this film apart though is the stunning quality and sheer scale of the car chases as our group of anti-heroes pursue the enigmatic case (whose contents are never revealed) and which actually involved cars travelling at over 120mph through the streets of Paris and Nice!

With over a hundred cars used in the Paris chase sequence alone, and which will have anyone who regularly commutes to work through a city twitching in their seats, the team of stunt drivers, which included a large number of recruits from the racing driver fraternity, delivers the action in style and gives the viewer a true 'suspension of disbelief' as DeNiro's Peugeot 406 gives a BMW M5 a run for its money. Against the flow of oncoming traffic!

Director John Frankenheimer is of course famous for his love of cars and a number of his films have reflected this passion, with 'Grand Prix' and 'Gone In Sixty Seconds' to name but a couple, and he certainly doesn't seem to have any qualms about giving the cars centre-stage in Ronin.

Having the film set in France is also a nice change to the established norm of similar action movies set in America and seems to make the action and plot somehow more atmospheric and realistic.

And if you've ever mulled over the, somewhat romantic, idea of being an operative in the intelligence community, then the convoluted allegiances in Ronin should bring you back to your senses; just who can you trust...?

No, best advice is to keep putting your savings in your ISA's and dreaming of your eventual purchase of a DB5 (most likely an old DB7, if you're being honest) and living out your James Bond fantasies in safety as you enjoy watching this film.

Ronin - probably the best car chases ever filmed. And now for something completely different; Senna.

This extraordinary film documentary charts Ayrton Senna's career from his debut in European karting to that fateful day in 1994 at the San Morino Grand Prix.

Extraordinary because, unlike documentaries made for TV which utilise reconstructions with actors, this film is composed entirely from archive footage of actual events obtained from TV and film production companies worldwide, as well as private film from a number of sources including the Senna family.

Even more unusual is the total lack of any narration, instead using only interviews with team owners, commentators, contemporary competitors and the like, purely to add depth to the visual storyline as it progresses.

And don't for a minute think this cut-and-carve approach makes for a disjointed presentation, because the final product is so cleverly edited, and with such a wonderful natural flow, that the directors have created a remarkable film that holds your interest from the opening scene to the closing credits; a truly astonishing achievement.

I genuinely believe you could give a budget large enough to comfortably bail out Greece from its current financial crisis to Steven Spielberg and you still couldn't better the action, drama and plot portrayed in this striking true-life story.

The film carries a number of themes through the course of Senna's story; from his arrival in F1 in 1984 and his amazing performance in the Monaco GP - taking his not-so competitive Tolman from 13th place to finish second behind Alain Prost in atrocious conditions - to his subsequent conflicts with Prost when driving for Lotus and which later became famously bitter as the two of them battled it out when team mates at McLaren.

Also obvious throughout the film is Senna's prodigious talent and mastery of his sport, which is an absolute joy to watch. This is a 'warts and all' look at Formula 1 in the late eighties through to the early nineties and there are no punches pulled in the coverage of the constant intrigue and politics that a high profile, high finance sport inevitably generates - leather jacketed FIA President of the time, Jean-Marie Balestre, couldn't portray a more controversial, mafia godfather-type figure if he tried.

Interestingly, what becomes apparent as the story unfolds is Senna's natural humility and humanity which is a fairly rare trait in F1 drivers, especially those who come from wealthy backgrounds.

Relatively unknown is that Ayrton Senna donated untold millions to charity during his life, and his sister, Viviane, continued his wishes by starting the 'Instituto Ayrton Senna' the year after his death and which has since provided education for well over 12 million underprivileged children.

On May 1st 1994 the Senna family lost their son, the nation of Brazil lost a beloved national idol and FI lost one of its greatest ever drivers. But, perhaps more pertinently, the world lost a very, very good man.

Just a word of caution – lock the door and watch it on your own, because this film is an emotional roller coaster and, unless you have some seriously disturbing personality disorders rattling around in your swede, you`re going to well up.

Probably more than once. Senna - In my opinion, this film is a cinematic gem setting the standard for others to follow.

So, those are two of my favourite car-themed films, why not write in to Driving Mirror and let us know what your favourites are and why?

Chris Dymock

Alas Chris and Matt - Didn't he do well



James Hurford receiving his new T-Shirt (Pictures: Julia Nichols)



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).
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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.

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

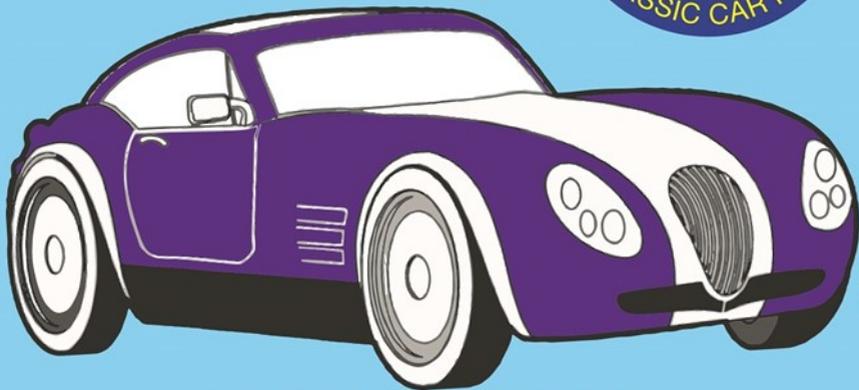
Rotary Club of Calne Invite you to join our

Classic Car Run

Sunday 13th May 2018

Enjoy a fascinating
65-mile route from Calne
through beautiful Wiltshire
countryside with interesting stops
finishing at Devizes

**Be one in just a hundred
on this special day**



**All proceeds will be shared between
Julia's House Children's Hospice in Devizes and Calne Rotary Charities**

For more detailed information, Registration and Regulations

Website: www.calnerotary.co.uk

E-mail: calnerotaryclassicrun@gmail.com

Facebook: [/calnerotaryclassiccarrun](https://www.facebook.com/calnerotaryclassiccarrun)



Supported with all our thanks by
Julia's House Children's Hospice
Calne Lions | Marden Belles W.I.
Rotarians and Volunteers | Wadswick Country
Store & Café | Sainsbury's | Devizes School

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.

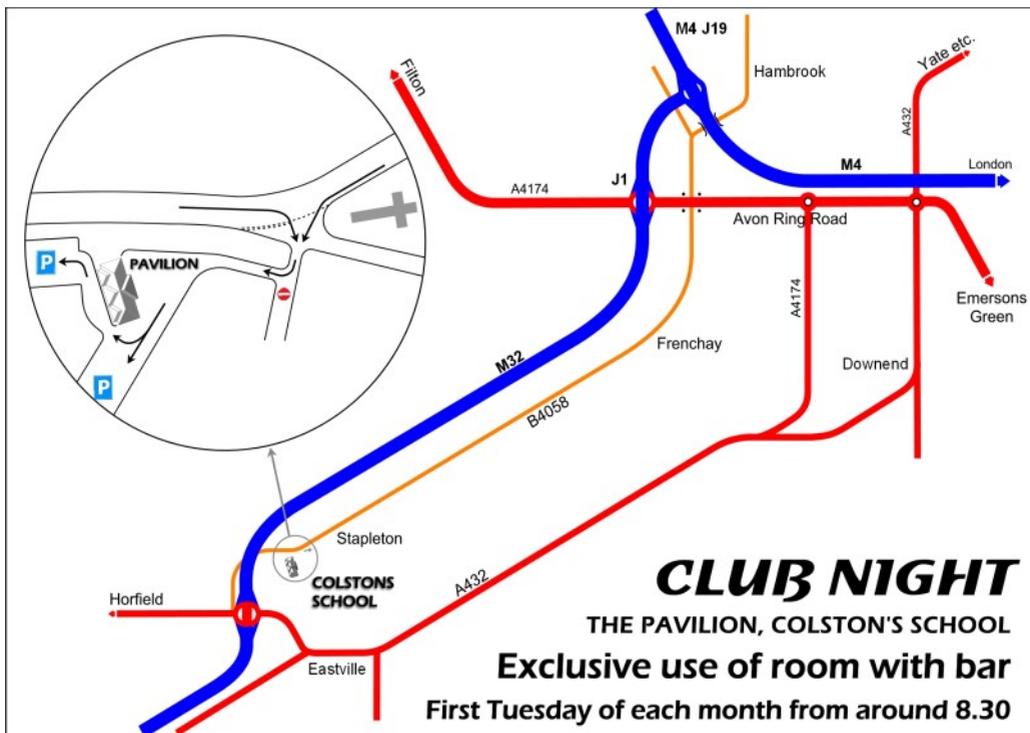
Spaces available from mid June, with club member discount of £5 per month for 2017.

See our website: www.kingdomautostorage.co.uk

Contact Andrew on 07916 723 648.

2018 Events Calendar

Date	Event
Friday 16th February	Invitation Navigational Event (BPMC)
Friday 23rd February	Winter NavScatter
Tuesday 6th March	Club Night
Saturday 24th March	Great Western Sprint
Tuesday 3rd April	Club Night
Tuesday 1st May	Annual General Meeting and Buffet
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
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 Sporting Car Trial
Sunday 25th November	Allen Classic Trial
Tuesday 4th December	General Meeting and Xmas Buffet



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